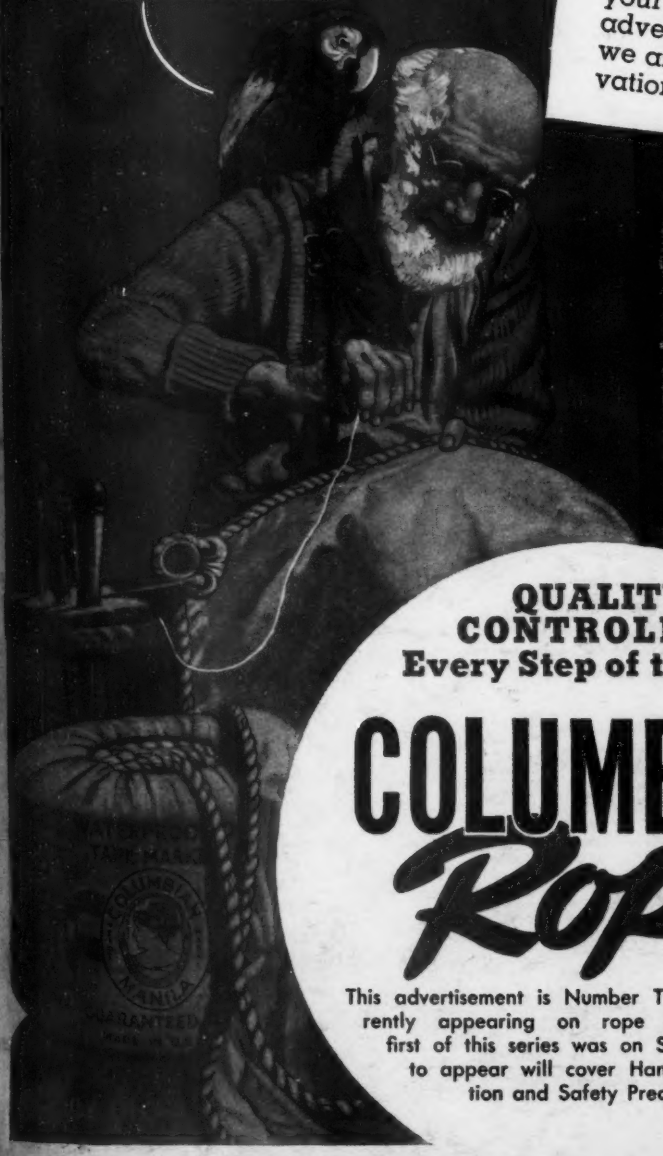
JUN 24 '42D

ATLANTIC FISHERMAN

Registered U. S. Patent Office
VOL. XXIII JUNE, 1942 NO. 5

"MATEY—
IT'S SURPRISIN' HOW MUCH LONGER MANILA ROPE LASTS WITH THE RIGHT KIND O' STORAGE"



HERE'S one thing to remember about the rope situation today. Priorities or no priorities—shortage or no shortage—for some kinds of work, you'll still need good Manila rope. For some jobs, there is no thoroughly adequate substitute.

That's why it's wise, as well as patriotic, to practice every possible means of conserving your present stocks of Manila. In a series of five advertisements, of which this is Number Two, we are outlining the basic rules of rope conservation.

8 WAYS TO SAVE ROPE BY PROPER STORAGE

1. Store rope away from acids, particularly storage battery acids, which will burn and destroy the strength and life of the fibre.
2. Keep away from alkali, paint, oil and grease. (Including linseed oil.)
3. Keep away from cargo fumes.
4. Keep from contact with iron.
5. Store in a well-ventilated space (the ideal is 70°F. and 65% relative humidity).
   A. Cool and dry.
   B. On cribs or racks off floor or deck.
   C. Hang in loose coils on pegs if a rack is not available.
6. Keep away from radiators or steam pipes.
7. Keep out of sun.
8. *Dry before storing to prevent rot.*

QUALITY CONTROLLED
Every Step of the Way

COLUMBIAN Rope

This advertisement is Number Two in a series currently appearing on rope conservation. The first of this series was on Selection. Others to appear will cover Handling, Inspection and Safety Precautions.

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City", N. Y.

Boston Office and Warehouse 38 Commercial Wharf

Left, "John H. Colle," 66'x16'x7', powered by 220 H.P. Atlas Diesel.

Below, "John Colle, Jr." 75' steel tug, powered by a 400 H.P. Atlas Diesel.

"Herman Colle," 64' 8" x 16' x 6', is powered by a 200 H.P. Atlas Diesel.

"Gloria Colle," 58'x15'x6', is powered by a 160 H.P. Atlas Diesel.

All boats built by F. B. Walker & Sons of Pascagoula; all engines furnished by Arthur Duvics Sons of New Orleans.

COLLE TOWING FLEET *100%* ATLAS DIESEL POWERED

Action speaks louder than words, and perhaps the 100% Atlas Diesel powered fleet of the Colle Towing Company of Pascagoula, Mississippi, speaks much more eloquently than anything we might say.

What Colle Towing Company has done speaks for itself, and ***why*** they have done it is well told in the following remarks from a letter sent by J. H. Colle:

"We have been using Atlas Imperial Diesels in our tug boats since 1934. The satisfactory and economical operation resulting from the first installations has convinced us that the slow turning Atlas is well suited to tugboat needs. Consequently, our entire fleet is Atlas powered. ☆ We are glad to recommend this power plant to prospective purchasers of tugboat engines. The engines in our own boats are evidence of our opinion of Atlas Imperial Diesels."

ATLAS *Imperial* DIESEL ENGINES

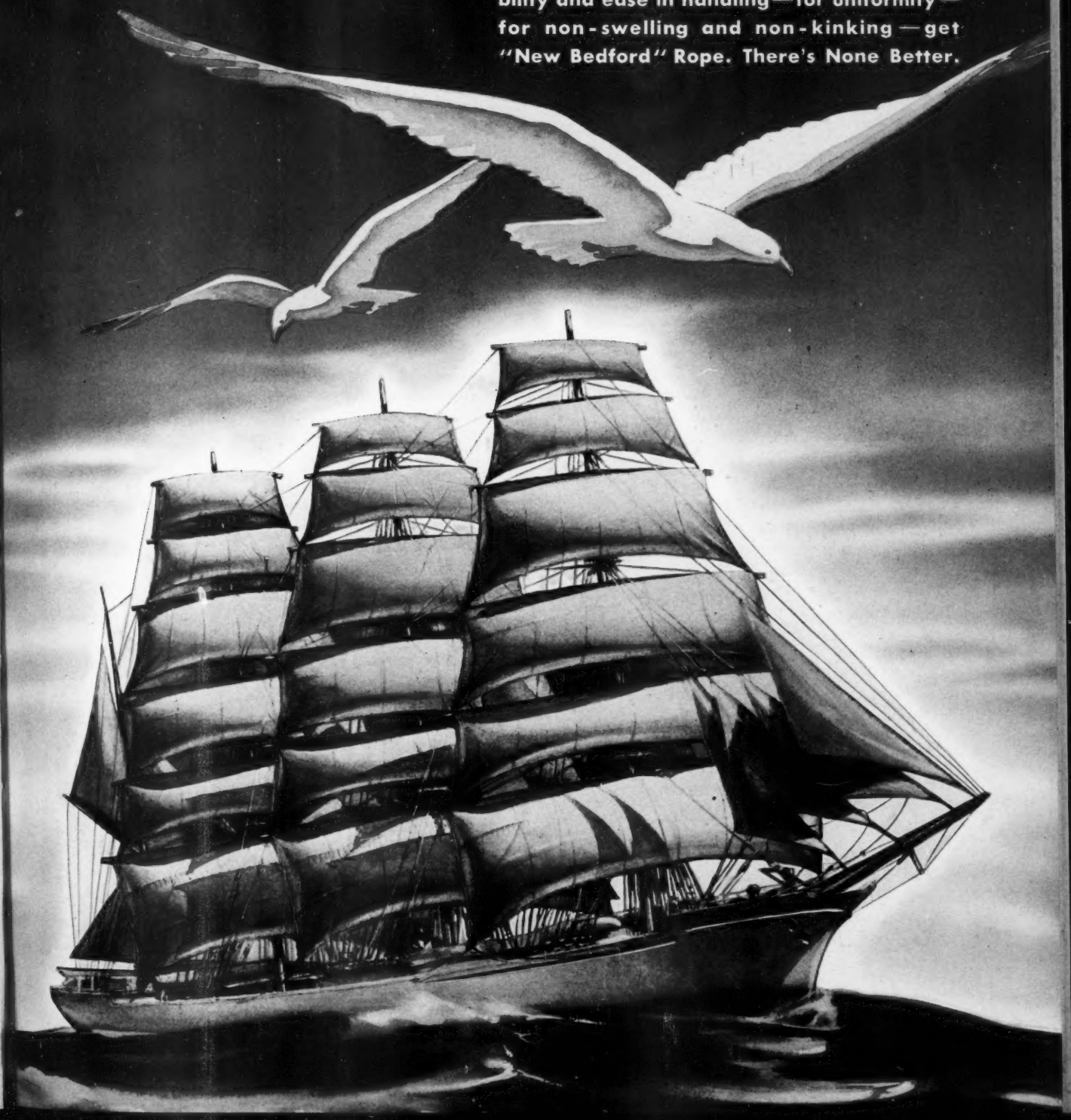
ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND, CALIFORNIA

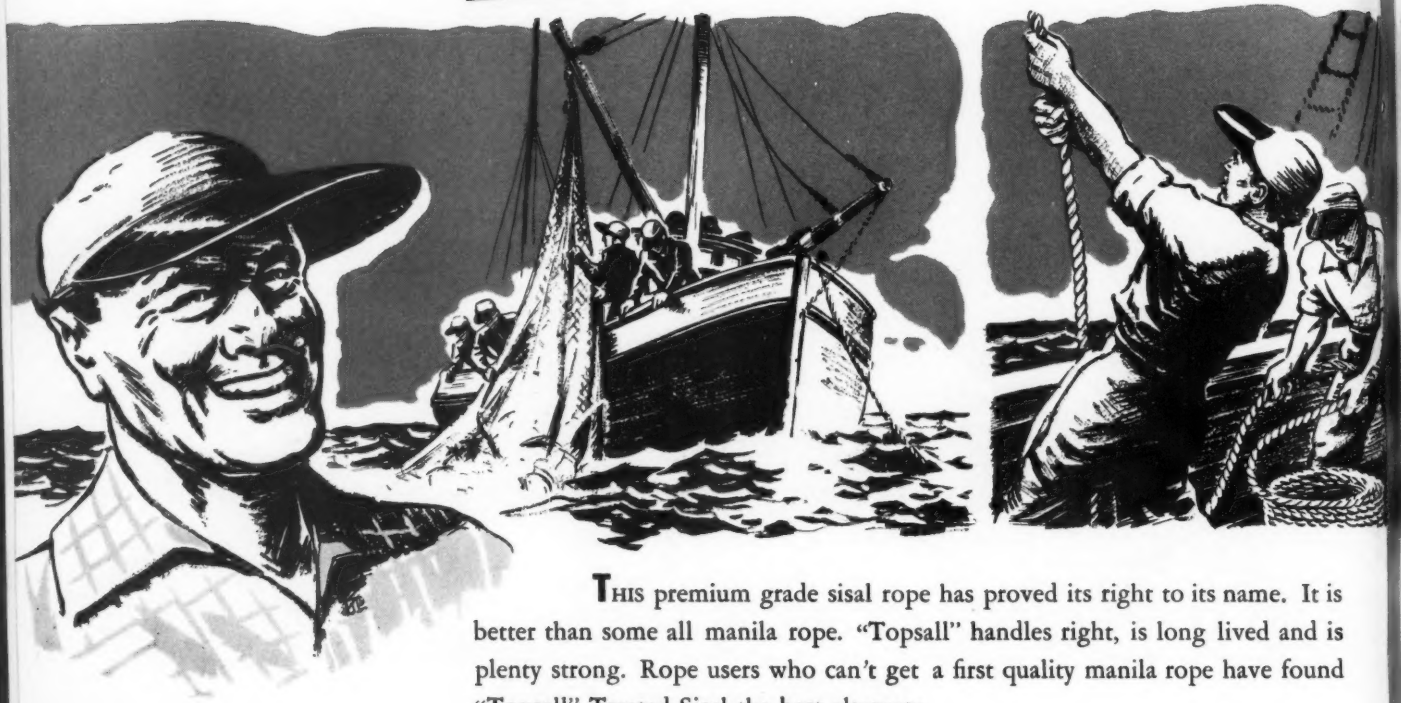
NORTHWESTERN DIVISION	69 COLUMBIA STREET, SEATTLE, WASH.
EASTERN DIVISION	115 BROAD STREET, NEW YORK, N. Y.
CENTRAL DIVISION	228 NORTH LA SALLE STREET, CHICAGO, ILL.
SOUTHWESTERN DIVISION	5726 NAVIGATION BOULEVARD, HOUSTON, TEX.

When you need the best . . . get "NEW BEDFORD" MANILA! "TOPSALL" SISAL!

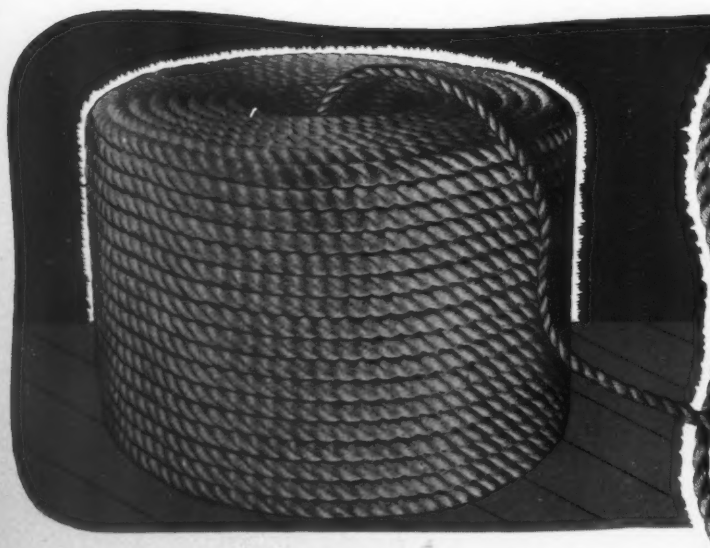
For long life and greater strength—for flexibility and ease in handling—for uniformity—for non-swelling and non-kinking—get "New Bedford" Rope. There's None Better.



"TOPSALL" treated sisal is tops among Sisal ropes!



THIS premium grade sisal rope has proved its right to its name. It is better than some all manila rope. "Topsall" handles right, is long lived and is plenty strong. Rope users who can't get a first quality manila rope have found "Topsall" Treated Sisal the best alternate.



Try this "younger brother" of the famous "New Bedford family". You're in for a happy surprise.

Founded over a century ago by ship owners, to make the best marine ropes possible, it is true now as then . . . "There is no better rope".

NEW BEDFORD

CORDAGE COMPANY

General Offices:
233 Broadway, New York, N. Y.

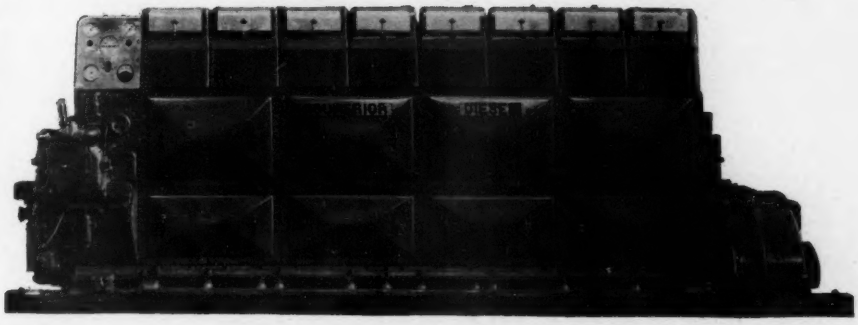
Mills:
New Bedford, Massachusetts

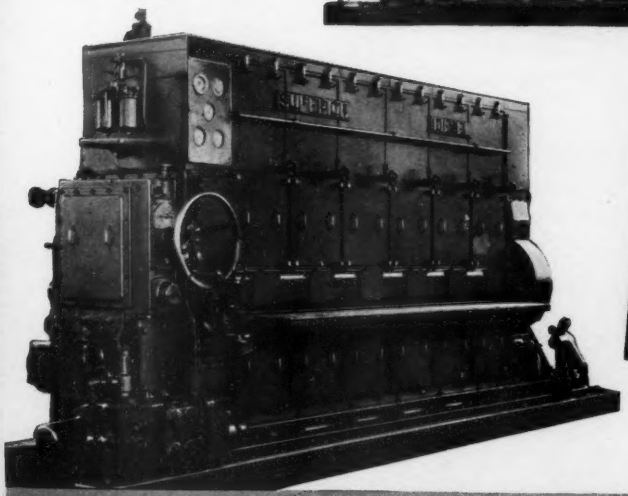
ESTABLISHED 1842

FISHERMEN--NOW IS THE TIME TO GET ACQUAINTED WITH Superior DIESELS

BULLETIN NO. 134

BULLETIN NO. 131-A





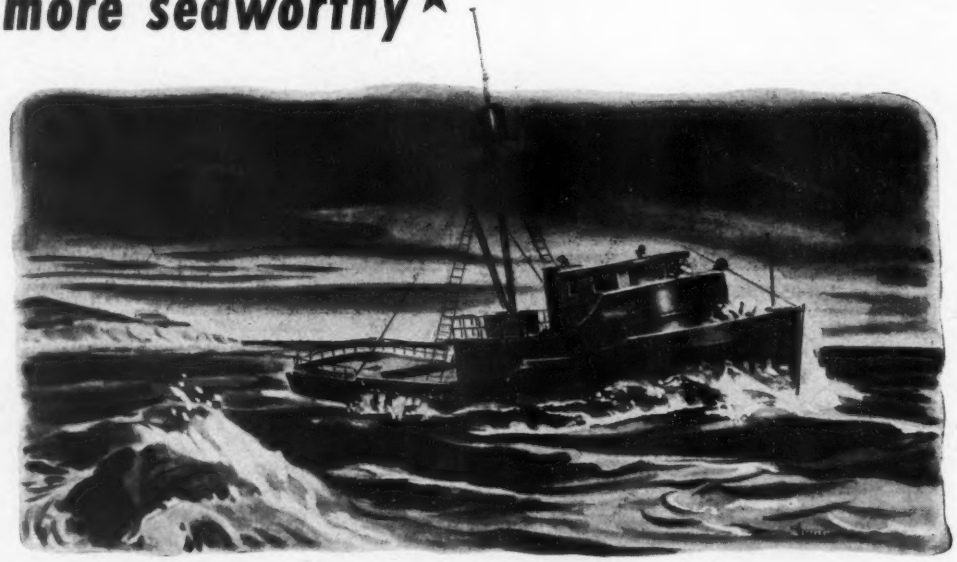
BULLETIN NO. 136

Write Today FOR THESE New Bulletins

SUPERIOR ENGINE DIVISION...THE NATIONAL SUPPLY COMPANY

SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Calif.; Jacksonville, Fla.; Houston, Texas; St. Louis, Mo.; Fort Worth, Texas; Tulsa, Okla.; Boston, Mass. FACTORY: Springfield, Ohio

Gulf quality lubricants help to make a fishing craft more seaworthy★



In fair weather and foul, Gulf lubricants are good insurance against hazardous and costly engine room trouble

★ Seaworthy—*as defined in Webster's Second International Dictionary:*

1. Fit for a sea voyage.
2. Able to stand stormy weather in safety.

EXCESSIVE wear of vital parts is a primary cause of costly and often hazardous engine trouble. Good insurance against excessive wear is proper lubrication with Gulf quality marine engine lubricating oils.

Especially manufactured to meet the requirements of marine service, these oils provide a tough, long-lasting film of higher lubricating value, which affords maximum protection to cylinders, bearings and pistons. Result: Minimum wear, and efficient, dependable engine performance.

Start now to get the benefit of improved lubrication—ask a Gulf engineer to recommend the proper type and grade of Gulf quality lubricating oil to fit your particular requirements.

Gulf quality lubricants are quickly available to you through warehouses located in 1200 cities including every commercial port throughout 30 states from Maine to New Mexico. Write or 'phone your nearest Gulf office today.

GULF INDUSTRIAL LUBRICATION

GULF OIL CORPORATION, GULF REFINING COMPANY, PITTSBURGH, PA.

OIL IS AMMUNITION . . . USE IT WISELY

ATLANTIC FISHERMAN

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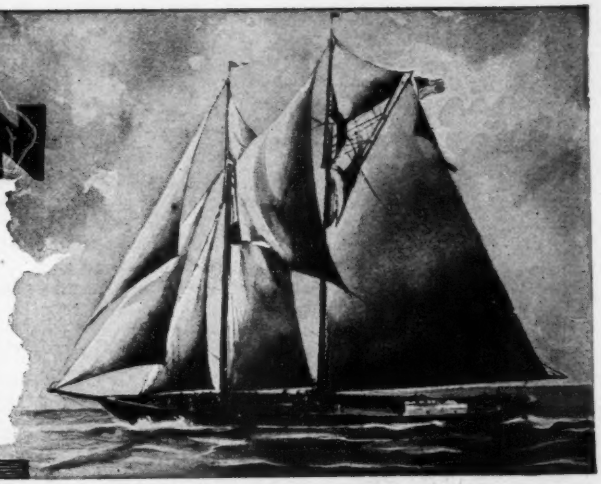
Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



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Fleet Still Sizable Despite Requisitions

WITHIN approximately a month, 16 steel trawlers, 3 wooden trawlers and 4 draggers have been taken by the Government from the Boston fleet; other New England draggers taken have included 3 from Gloucester, 1 from Rockland, Me., and 8 from the New Bedford area.

The loss of these 35 craft from the fishing fleet will, of course, result in a reduction in catching facilities. Nevertheless, when the record vessel construction of the past 2½ years is taken into consideration, the loss of Government-acquired vessels is not nearly as serious as might be expected.

A tabulation of activity reveals that from the beginning of 1940 up to date, and including vessels now under construction, a total of 86 vessels over 40 feet in length will have been added to the New England fleet. During this same period, the number of vessels over 40 feet removed from the fleet through Government requisitioning, sinkings and wrecks, has been 95. This leaves a deficiency in number of only 9.

However, in analyzing the vessels by sizes, which are indicative of carrying capacity, it is found that the net loss in the fleet has been quite pronounced in vessels over 100 feet, which represent the largest producers. In this category, 42 have been removed and only 17 replaced.

In the 81 to 100 foot class, the number of 25 gained and lost balances exactly. Among vessels 61 to 80 feet, 26 have been added and 14 removed, while in the 41 to 60 foot bracket, 18 have been added and 14 removed.

Although the fishing industry dislikes seeing so many of its fine vessels leave the fleet, it is reconciled to the fact that the successful conduct of the war is of paramount importance. In the past, it has classed itself as an auxiliary emergency arm of our Naval equipment, and it is glad to be able to prove its merit in this connection.

Through the Fishery Committee in the War Production Board at Washington, close co-operation is being maintained between Government officials and spokesmen for the industry. The essential role of fishing in supplying necessary food, with the consequent need for adequate production facilities, is being recognized.

It is known that the Government is aware of the industry's problems, and that it is trying to take all possible steps to enable proper functioning, and to adjust abnormal situations as far as practical.

As a result, it is expected that materials and supplies will continue to be made available for the efficient maintenance of the fleet, and that all possible aid will be given for new construction to replace requisitioned craft.

The Government has a big advantage in being able to call on the fishing industry for readily available additions to the fighting fleet, whenever needed, and knows that in order to maintain this reservoir, proper maintenance and replacements must be made to the full extent of available resources.

While the taking of vessels may have a noticeable effect on certain areas at various times, it should not have too great an effect on the production capacity of the industry as a whole, barring more serious developments.

In case of increased enemy activity in off-shore areas, and reduction in the number of larger vessels, the small boat operators and inshore fisheries would assume greatly increased importance. They would be depended upon to produce an increasingly larger proportion of our seafood supply.

Profitable Liver Production Can Be Expanded

Wm. C. Herrington, U. S. Fish and Wildlife Service, Cites Potential Supply from New England Groundfish

THE increasing demand for fish liver oils in the United States, resulting from the War, is reflected in the prices paid for groundfish—haddock, cod, pollock, hake and cusk—livers at Boston, Gloucester, and Portland. Nearly all of the livers landed in New England are handled through these ports. The average price per pound in 1940 was three cents while in 1941 it was five cents. During the course of 1941 alone, the price increased from 3.8 cents in January to 6.1 cents in December. In April of this year, cod livers brought 9 cents per pound.

The quantity landed has increased along with the price. In January 1940, it reached 338,000 pounds and in November 1941, 1,062,000 pounds. In December, landings decreased somewhat due to the decline in groundfish landings and probably to a decrease in the average liver weight.

Source of Supply

Livers have been saved on nearly all types of boats fishing for groundfish, including large, medium and small otter trawlers and line trawlers, but the large otter trawlers provide much the greatest proportion of supply. This is because these boats not only land the greatest poundage of groundfish but also they do a much more complete job of saving livers than the other boats.

During March, June, September, and December of 1941, large otter trawlers landed 466 groundfish trips at Boston and saved livers on 425 trips (91 percent). Medium otter trawlers landed 286 trips, saving livers on 107 (37 percent). Line trawlers landed 117 trips. Livers were saved on 59 (50 percent). On trips when livers were saved, the relative quantities averaged about the same for the three types of gear, by weight averaging 3.4 percent of the groundfish poundage for large otter trawlers, 3.6 percent for medium otter trawlers, and 3.2 percent for line trawlers. The latter, however, was the most variable, being 1.5 percent in March and 6.3 percent in September.

Potential Supply

From the foregoing data it is evident that the quantity of livers landed during 1941 was nowhere near the total that might be obtained under the best conditions. Theoretically the maximum quantity can be calculated by multiplying the poundage of groundfish caught by the percent that the liver weight is of the body weight. Although adequate data are not available to obtain this percentage by species and seasons, scattered observations indicate that an overall average liver weight lies between 8 and 10 percent. For a number of reasons which will be discussed later, this theoretical total never will be reached in actual practice.

For practical purposes a more reasonable figure can be obtained by examining the best production of livers by boats working under present conditions. Percentages of livers were obtained from liver weights and total groundfish weights (omitting round scrod) for individual trips in March, June, September, and December of 1941. These percentages then were segregated for large and medium otter trawlers and line trawlers.

In March, the average for all large otter trawler trips was 2.4 percent, but the highest 5 percent of the trips averaged 4.6 percent. In June, the average of all trips was 2.6 percent with the best 5 percent of the trips averaging 5.5 percent. In September, all trips averaged 3.5 percent and the best 5 percent, 6.3 percent. In December, all trips averaged 3.8 percent and the best 5 percent, 7.2 percent. The averages for all other types of gear were lower than this except for line trawlers in September when the average of all trips was 5.1 percent.

Assuming that the large otter trawler experience provides the best example of the quantity of livers that can be obtained from a given poundage of groundfish, then these data indicate that under good conditions with the crews interested in saving all possible livers, the percentages reached should be at least: March—4.6 percent, June—5.5 percent, September—6.3 percent, and December 7.2 percent or an average of about 5.9 percent for the year.

At this rate the total poundage for the year would have been about 15,700,000 pounds instead of the 7,250,000 pounds actually landed. This estimate for potential yield still is a minimum for it is known that not all livers were saved even on the best 5 percent of the trips.

Factors Limiting Production

Probably the principal limitation on liver production has been that it is a byproduct of secondary rather than primary importance. This was necessarily so since the value of livers did not average above three cents a pound until 1941 when it finally climbed to five cents for the year and six cents during the last month of the year.

At the average price the value of the potential yield would have been about $800,000. During the same year, the average value of groundfish was 3.8 cents per pound and the total value over $10,000,000.

When fishing is moderate and there are few tear-ups, time is available to save livers without interfering with regular fishing operations, but in heavy fishing or on rough bottom the men are so occupied in putting down the catch and mending the nets that insufficient time remains for a thorough job of liver sorting. To slow up fishing operations when catching 5 to 10,000 pounds per set worth $200-$400, in order to obtain an additional 200-300 pounds of liver worth $10-$15, hardly is an economically sound proposition for either the crews or owners.

The heavy landings of scrod haddock (haddock up to 2½ pounds) have increased the importance of time as a limiting factor. Cleaning and icing 5,000 pounds of scrod takes much more time than handling the same poundage of large haddock. Furthermore, picking livers from scrod involves much more work for a given return than picking livers from large haddock. This fact is reflected in the records for December 1941

On trips including less than 20 percent of scrod, 12 landed more than 6 percent livers, 76 landed more than 3 percent, and only 11 less than 3 percent. The average was 4.64 percent. On trips including 30 percent or more of scrod, none landed more than 6 percent livers, only 5 landed more than 3 percent and 13 landed less than 3 percent. The average was 2.44 percent. Thus, an increase in the proportion of scrod from an average of about 8 percent to 40 percent reduced the saving of livers by nearly one-half.

Developments Required to Increase Production

Further price increases will make livers of primary rather than secondary value. When the value has reached the level where it is profitable to slow down fishing operations if necessary to obtain the maximum quantity of livers, the landings will increase, particularly during times of heavy fishing.

Increase in the average size of the fish caught, by requiring the use of large meshed nets and market restrictions on small haddock, will reduce the amount of work required for cleaning and icing a given poundage of fish and, therefore, allow more time for picking livers. Furthermore, the amount of work involved in picking a gallon of livers will be reduced due to the larger individual size.

A settlement of the share differences to the satisfaction of the majority of the fishermen would increase the quantity of livers saved, particularly on the medium otter trawlers. If no other solution develops and it becomes essential to increase liver production by stimulation of greater efforts among the fishermen, they might be given an increased share in the quantity over a certain minimum percentage.

If the livers are considered as part of the gross stock, stored in containers and packed in ice in the hold, the limitations in respect to storage space would be overcome and the livers would be delivered to the buyers in a condition which will make a much higher proportion suitable for medicinal purposes. This will increase their value considerably.

Many Timely Topics at Oyster Convention

Qualified Speakers Discuss Various Industry Activities in Relation to War Requirements

A MOST timely, instructive and entertaining program marked this year's annual joint convention of the Oyster Growers and Dealers Association of North America, National Shellfisheries Association and Oyster Institute of North America. Held at the Benjamin Franklin Hotel, Philadelphia, on June 11, 12 and 13, the meeting had an excellent attendance, composed of oyster industry leaders from along the entire Atlantic and Gulf coasts, in addition to numerous scientists, Government officials and allied tradesmen.

William M. McClain, Chairman of the Convention Committee.

A feature of the program was a thorough discussion of the industry's position in relation to war conditions, which was explained by qualified officials representing the various Government agencies that are concerned.

Every phase of the oyster business, and the fisheries in general, were covered, including production, technology, processing, packing, shipping, marketing and organization.

Officers and Directors

All of the previous year's officers and directors were re-elected, with one new director being added in Pennsylvania. They are as follows: For the Oyster Growers and Dealers, Honorary President, Howard W. Beach; President, James S. Darling; 1st Vice-President, Paul O. Mercer; 2nd Vice-President, J. Richards Nelson; Executive Secretary-Treasurer, Dr. Lewis Radcliffe.

The Directors by States are: Rhode Island, Benj. D. Rooks, H. I. Reynolds; Connecticut, Gordon Sweet, Andrew Radel; New York, Royal Toner, Frank N. Elsworth; New Jersey, F. F. East, John Ringgold; Pennsylvania, Wm. M. McClain, Harry Heward; Delaware, Geo. W. Shillingsburg; Maryland, Geo. T. Harrison, Albert W. Woodfield; Virginia, I. T. Ballard, Rufus L. Miles; District of Columbia, W. H. Carter.

The National Shellfisheries officers are: President, Joseph B. Glancy; Vice-President, Dr. Leslie A. Stauber; Secretary, Major Richard Messer; Treasurer, Howard W. Beach.

Congressman Peterson at Banquet

Wm. M. McClain of Philadelphia was chairman of the Convention Committee, as well as toastmaster at the banquet, and he and his committee gave every guest a most hospitable reception.

At the banquet and dance held on June 12, the speaker was Congressman J. Hardin Peterson of Florida, who is chairman of the Subcommittee on Fisheries, Merchant Marine and Fisheries Committee of the House of Representatives. The banquet menu featured a complete selection of shellfish delicacies.

Publicity Through Red Cross

Among the various matters of business acted upon at the meeting was the plan for taking advantage of an offer by the American Red Cross to distribute oyster publicity material to 300,000 individuals enrolled in its Nutrition Courses throughout the country. F. F. East of Maurice River, N. J. was appointed to solicit voluntary contributions at the Convention to defray the expenses of reprinting the Oyster Institute's leaflets on the story of oysters, how they may be served and their nutritional value.

Fishery Price Ceilings

Charles W. Triggs, Fish Consultant of the Office of Price Administration, explained the price freezing regulations of OPA as they affect the fisheries. He said that the demands for fish from the Government were tremendous and that without restraint, prices would have gone sky-high. However, he said the price ceilings are not imposed on any fresh fish or seafood, including fresh fillets, since these are subject to extreme variations caused by the uncertainty of catches and their perishable nature.

Dr. Lewis Radcliffe, Director, The Oyster Institute of North America.

Frozen seafood, with a fairly stable market and good keeping qualities, does come under the control, as do canned, smoked and salted products.

Fresh crabmeat, although partially processed, is exempt because in popular understanding, it is considered as the fresh product. Cooked and peeled shrimp, however, is regulated since shrimp is sold also in the raw state as the fresh product.

Mr. Triggs further stated that the same item might have different ceiling prices for different buyers, based on the highest price charged in March. Prices can be reduced, but cannot be raised under the law. As a result of the new restrictions, he predicted that much more fish would be marketed fresh instead of being frozen.

Freight Rates

Hugh M. Frampton, in reviewing the status of the freight rates increase case, said that the industry should attempt to have the increase limited to 3%, as planned for agricultural products, instead of the general 6% advance. He asked the convention to make a resolution for the following action: (1) To file a petition asking for oysters to be placed on agricultural commodity basis (2) To ask co-operation of other fishery industries such as the filleting business in making a joint effort (3) To ask the U. S. Fish and Wildlife Service to conduct a freight rate study through the establishment of a special department which could intervene in I.C.C. cases. Mr. Frampton further stated that the I.C.C. now has information mostly from the railroads and has not heard sufficient testimony from the industry.

Equality with Farmer

L. A. Andrus, President, American Water Foods Association, discussed "A Farmer's Views on the Fisheries". He drew attention to the very extensive and diverse ways the Department of Agriculture works to aid the farmer and then contrasted the small amount of assistance given fishermen. He then pointed out how it might be possible for fishermen to benefit in a manner somewhat comparable to the farmer.

Fishery Priorities

E. H. Cooley, Manager, Massachusetts Fisheries Association, gave a detailed explanation of the Priority system as applied to purchases of fishery equipment. He stated that Washington wants to serve the industry to the best of its ability. He pointed out the urgency for using the proper forms, and suggested the advisability of getting a letter from the supplier telling what rating is needed.

National Organization

John H. Matthews, Chairman, Fishery Advisory Committee, pointed out the need for a National Fisheries Federation which could act as a clearing house for all associations and individuals in the industry. He said that the Government would prefer to talk to the industry as a whole through a central organization rather than getting individual opinion.

Chas. W. Triggs, Fish Consultant, Office of Price Administration.

Merchandising

Wm. M. McClain, speaking on "Successful Merchandising of Seafood", stated that all he believes it is necessary for a dealer to do is to tell the trade exactly what he has to sell, tell them the truth about its condition, and give them a fair price. Then if they are in need of it, they will buy.

Employee Deferment

Major Ernest M. Culligan, Director of Information, Selective Service System, told employees that it is their patriotic duty to seek deferment of essential employees. They are privileged to obtain the deferment of an employee with or without his consent, and local draft boards have the authority to reject voluntary induction of any man they consider essential to a certain industry.

War Production Board and the Fisheries

L. T. Hopkinson, Consultant

THE War Production Board has been asked on many occasions to explain what appears to some as a conflict in war policy, namely, the requisitioning of fishing vessels for military service, as opposed to requests for larger seafood production. Actually, the policies are directed toward: (1) Maximum utilization of fishing vessels for military service according to military needs; (2) Employment of the remaining vessels in the fisheries at their maximum fishing capacity.

At present our military need for some types of vessels overshadows our need for them in the fisheries. The balance may change, but in the meantime it falls the lot of seafood producers to do the best they can with their available fish catching equipment, and to adjust their shore processing operations and personnel to the reduced supply of raw material.

This does not mean that no relief is in sight. At a recent meeting of our W.P.B. Fish Industry Advisory Committee the whole subject was considered in consultation with representatives of vessel requisitioning agencies. At that meeting the committee members presented data showing the availability of a large number of small shipyards for fishing vessel construction. The committee's recommendations are being given careful consideration, and it is our hope that a vessel building program may be implemented if it can be undertaken with the use of relatively little critical material.

At present there is no special blanket priority rating for fisheries, as such. Each application is considered on its merits and the items in it are given appropriate ratings. This system of individual treatment is proving highly effective in securing materials. At the same time it allows maximum restriction or release of one or another materials depending on its current scarcity or abundance.

The disposition in the War Production Board is to regard the seafood industry among our most essential suppliers of protein food and to give it every possible assistance.

On the credit side the seafood industry has a record of which it may be justly proud. Its vessels are serving the nation as a fighting force and they are serving as suppliers of food for our own military services and those of our allies.

Fresh and frozen seafoods are going into army camps in immense quantities. Processed fishery products are serving as field rations in domestic areas, as overseas rations, and to a very great extent as food for our civilian allies. Also, there is on the credit side the splendid co-operation of the fish canning industry in its operation under the Board's Order M-86b, which sets aside the packs of salmon, pilchards, Atlantic sea herring, and mackerel for Government use. Concurrently, provision has been made for allocation of the packs as between military, civilian and Lend-Lease requirements.

In the shellfish industries the canners of shrimp have come forward on their own initiative to request an order requiring the packing of a greater quantity of material in each can. Other savings have been made voluntarily. More and more are expected, especially in the use of critical materials.

Each day sees greater and greater co-operation between the several fishing industry branches and the several government agencies charged with carrying out one or another war function. This is evident on all sides. Now, there has been established a Food Requirements Committee to control production and allocation of all civilian and military food supplies. This will have a profoundly beneficial effect on the whole structure and operation of the seafood industry.

Leon A. Andrus, President, The American Water Foods Association.

Army Requirements for Fishery Products

Maj. E. W. Sawyer, War Dept.

AT the present time there are thirty Quartermaster Market Centers located throughout the United States to serve the requirements of the Army for perishable food products. These Market Centers are located in such a manner as to serve the camps in their vicinity and cover producing areas adjacent to them. The activities of these field offices are directed by Field Headquarters at Chicago, and this Headquarters co-ordinates the activities of all the Market Center offices.

We now have authority to purchase items on the open market in a manner similar to that used in commercial practice, and have established buying offices with fish specialists in them at Boston, New York, Baltimore, Norfolk, Jacksonville, New Orleans, Los Angeles, San Francisco, Seattle and Chicago for purchasing direct from production areas. These men are expected to be thoroughly familiar with production and conditions at the points delegated as their buying areas. Because of their knowledge and background they should be in a position to take advantage of any heavy local production of fish items should they deem it suitable for Army requirements. In this manner local fishermen will be assisted greatly in the disposition of items which are in heavy production.

The plan outlined will assure quality because the Quartermaster Market Centers will be in a position to purchase the best commercial grade of items produced nearest the consuming point and whenever possible inspection at the source of production will be given the merchandise by Market Center specialists and/or officers of the Army Veterinary Corps. It will assure variety because it can function quickly and take advantage of a quick heavy production, and because of the number of producing areas that will be covered under this type of procurement plan the Army will have a knowledge of production in all areas.

The plan will enable producers or primary dealers to sell direct to the Army at current market prices and eliminate the necessity for protective bids and will enable many small producers who cannot afford to carry heavy inventories to bid on Army requirements.

At the present time the Army is working on a policy of having fish on the menus at least once a week. The amount of fresh or frozen water foods consumed by the average soldier will run approximately 21 pounds per person per year. When you contrast this with 14.2 pounds per person a year which is the average for the civilian population it can readily be seen that the Army is using fifty per cent more fish than is used

John H. Matthews, Chairman of the Fishery Advisory Committee.

in civilian life. The camps and forts have shown an excellent spirit of co-operation toward the plan, and are doing everything within their power to make the plan flexible and suitable to the industry even to the extent of ordering total quantities of fish without specifying the kind. The fish specialist will then suggest the items which are in heavy production and the best value will then be selected for use at the camps.

There is only one point on which there can be no flexibility. That is quality. The quality of merchandise being delivered to Army camps must absolutely be of the best commercial grade obtainable. On any other points it is definitely intended that the plan should be flexible and should be adaptable to commercial practices.

Too much attention cannot be focused on the quality problem. There have been instances where poor quality merchandise has been delivered and accepted by Army camps. This has only served to create a condition whereby many Army camps are very reluctant to serve fish to the troops. If it is good quality merchandise, the men will become accustomed to eating fish, and in most instances where proper methods of preparation are used will get to like and enjoy it.

War Risk Insurance on Vessels and Crews

L. W. Niggeman, War Shipping Adm.

IN administering the war risk program, the War Shipping Administration has been concerned not only with damage to property, for example, fishing vessels, but also greatly concerned with the risks faced by the fishing personnel. I do not have to remind you the risks faced by these men entitle them not only to insurance for their personal injuries, but also to the assurance that the needs of their dependents will be dealt with properly and sympathetically.

The Administration in setting up its long range policy for fishermen has taken the position that War Risk Insurance for fishermen and vessel owners should be at rates low enough to encourage full time operation and to provide for these men whose annual earnings in many cases cannot stand the drain of a heavy insurance premium. In other words, the War Shipping Administration is providing maximum protection at a minimum cost.

In dealing with life insurance, we have decided to issue the insurance on a group basis to fishermen's associations, unions and vessel owners' associations. This insurance protects the fishermen against loss of life and bodily injury, directly caused by or directly consequent upon the capture or upon attack upon the vessel in which they serve, by an enemy of the United nations or directly caused by counter measures taken by the United Nations against such enemy.

It is estimated that approximately ten thousand (10,000) fishermen in all parts of the United States will have this protection available. Operations have been placed in two categories: 1. Inshore. 2. Offshore. On the East Coast, operations off the Georges or Grand Banks will be considered offshore operations, and operations off No Man's Land or in Massachusetts Bay will be considered inshore operations. While it will be impossible to classify each fishing operation, generally speaking, inshore fisheries include all operations confined to territorial waters and all operations where the normal absence of the boat from port is not in excess of five days. Offshore operations shall include all other operations.

With respect to crews, in the event of loss, prompt notice should be given to the United States Employees' Compensation Commission who will handle all claims arising under these policies. Within fifteen days after certification by this Commission, the War Shipping Administration hopes to pay the loss.

The Administration has not overlooked the possibility of a missing vessel. This is especially of concern to the fishing industry. As in the case of most insurances, here too, the burden of proof of loss is on the assured and in the event of loss the assured must prove the loss is collectible under the policy. The War Shipping Administration is trying to afford a fair contract for these men by making specific arrangements in the policy in the event of a missing vessel. A referee shall be appointed by the United States Employees' Compensation Commission who shall determine whether such loss shall be deemed to have been caused by peril insured against under the terms of this policy.

Dr. T. C. Nelson, Biologist, New Jersey Oyster Research Laboratory.

Now we turn to insurance on the fishing vessels. Commercial rates in many areas have been high. In fact in many cases the fishing vessel owners cannot afford to purchase insurance and may operate without war insurance. The Administration is actively engaged in writing insurance on fishing vessels at what we consider fair and equitable rates. The policy protection is similar to that issued by commercial underwriters, and in addition to war perils includes loss or damage arising from strikes, riots and sabotage. Generally our policies are written for a period of thirty days at a rate depending upon the locality in which the vessels are operating.

At the outset of our operations a decision was made that the Administration would not accept a credit risk. We felt also, it would not be consistent with a sound public policy to permit making a speculative profit by reason of losses collectible under our policy and accordingly we have taken measures to insist upon a rigid limitation as to insured values.

Applying the general procedure to the War Risk Insurance on fishermen's lives, application should be addressed to the Director of Wartime Insurance, War Shipping Administration. A telegram or letter should be dispatched advising the number of men, the amount of insurance required and the period. The Administration will cable back a Serial number and the rate of premium. A certified check is to be deposited as explained above. Then immediately there shall be filed with the War Shipping Administration an addenda setting forth the fisherman's name, address, the name of the vessel, type of fishing operation, term of insurance, the amount of insurance, the premium and the name and address of beneficiary. Insurance will be provided in amounts of not less than $1,000 per man nor more than $5,000 per man. At the option of the fisherman, insurance may be bound for periods of from one month to four months, provided a premium is paid in full in advance. Presently the rate for inshore operations is 75c per thousand dollars per month, and for offshore $1.50 per thousand per month.

Now we turn to procedure for insurance on the vessels. Risk should be submitted by letter or telegram as explained above. All risks for quotations or insurance should contain the following information: Name of vessel, name of owner, amount of insurance requested, areas in which actual fishing operations are conducted, length of time normally at sea, size, age and condition of the vessel and amount of Marine Insurance now in force on the vessel. It is helpful in addition to the above, if on newer vessels you will advise the actual construction cost and on older vessels, the amount of Marine Insurance carried during the period, September 1, 1938—September 1, 1939 and any relative information as to any improvements and betterments made.

Service Rendered by Division of Fishery Industries

R. H. Fielder, Chief

FISH for food are first, of course; but don't forget them as by-products: in livestock-feeding meals; fertilizer; oil for soaps and paints; isinglass; glycerine; vitamin-bearing medicinal oils; and scores of other products.

But as a source of human foodstuff, now, fishery resources are of greatest importance. They must be our immediate concern. Coordinated effort to provide cheaply and quickly a plentiful supply of nutritious proteins. The President asked that, to help feed men at home and abroad. Fish was an answer, as long ago as 1775, when, among other items, the rations for our Revolutionary soldiers included "16 ounces dried fish", and still is an answer, today. Thus, the fisheries have become an integral and most vital arm in this war.

Two sections of the Division comprise a task-force constantly carrying out a schedule set some time ago for them by the original Defense Agency. This involved collecting, compiling, analyzing, and issuing current data on the production, distribution, and marketing of all fishery products, information of paramount importance in any Federal program incorporating food control, and information which the Office of Price Administration draws upon constantly in much of its work.

Through six regional offices with branches spread out into the primary producing and marketing centers of the country, this force is in close daily contact with every division of the fishing industry from fishermen to consumer.

Because of this close contact with the commercial industry and consumers, these two sections of the Division represent one of the best and most rapid means for Government use in aiding the fishing industry to utilize our fishery resources to the best advantage, especially with respect to production, distribution, and marketing.

Another section of the Division conducts constant investigations in canning and curing of fishery products. These studies make available to the food industry up-to-date methods in food preservation, so that all the necessary information is available when increased supplies of canned or cured fish are demanded as a food conservation measure; they indicate what fish are most suitable for canning or curing so that loss from this cause is avoided.

This section, which embraces our technological laboratories, has long been carrying on investigational work relative to improvements in processes and development of methods for the more efficient utilization of fishery products. Now it is found that the results of this work are of great benefit in helping the industry to cope with the problems of war.

For example, at College Park, Maryland, studies are under way to develop more rapid methods for drying fish for domestic shipment or to our expeditionary forces and the peoples of the United Nations. The present method of drying cod and haddock by means of mechanized circulation of air and in the sunshine may require two or three weeks to reduce the mixture content of fish until they are dry enough to keep over long periods of time without spoiling. With equipment and new methods now developed at the laboratory, however, it has been found possible to dry cod successfully in a period of four hours. This study was most urgent since successful drying procedures have promise of eliminating much of the present requirement for tinplate, will reduce transportation costs, and points directly to food supplies for our armed forces in tropical countries.

Cutting off of imports of certain foods, oils, and protein concentrates has made it increasingly important that maximum recovery of fish meal and fish oil be obtained from fish used for reduction purposes. Thus, another work in progress at the Seattle laboratory at the time war was declared is being continued with increased effort.

As a result of the recent Order of the War Production Board limiting the use of tinplate in food industries, the fishing industry has been confronted with the tremendous problem of determining whether or not substitute materials are suitable for the manufacture of containers for canned fishery products.

Our technological laboratories and other sectional staff-members are already engaged in experimental and research work in this connection: for example, (1) the determination of substitute metals for tin; (2) the determination of the species of fish which can be best marketed in forms other than canned, in order to reduce the requirements for tinplate; and (3) standardization of can sizes for seafoods, to save tinplate.

A survey is now in progress to learn the requirements of the fishery industry for equipment, supplies, materials, and repairs in order that allocations and priorities can be most efficiently determined and the necessary production of fish and shellfish maintained.

One step in the direction of standard Federal specifications for seafoods was seen in the recent issuance of a publication, Fresh and Frozen Fishery Products Reference Manual, by the Division of Fishery Industries.

The new guide's text is replete with tables and diagrams embracing information of importance to the fishing industry as well as the military. It was prepared, primarily, according to information received, for the use of Army purchasing officers and mess sergeants to aid them in procuring supplies of fishery products for the armed forces. It includes such valuable information as seasons of abundance, standards, market forms, food value, edible portion, fat content, fuel value, shipping containers, methods of cooking, basic recipes, and sources of additional pertinent information.

To discover possible commercial uses for starfish and other pests of oyster beds is the purpose of another project undertaken by our technologists.

Starfish are currently marketless, even as fertilizer. Some years ago, however, when they were worth up to $7.50 a ton for their plant food qualities, there were a few firms which crushed and sold the dried skeletons as commercial fertilizer. They contain mineral matter—mostly lime, but also potash, phosphoric acid, and nitrogen.

The Division's specialists are working closely with the Navy Department and the Maritime Commission in order that a proper balance may be maintained between the number of vessels in each fishery taken for military use and those retained for food production. Other experts are collaborating with the Agricultural Marketing Administration to enable that agency most efficiently to purchase fishery commodities for Lend-Lease use.

Scientific Addresses

IN addition to the addresses already mentioned, there were presented 13 excellent papers covering the technological aspects of shellfish culture. All scientific developments were fully described by qualified authorities, some of whom illustrated their talks.

Following are the technical subjects which were covered: War Time Oyster Research, Dr. Ira N. Gabrielson, Director Fish and Wildlife Service; Technological Studies on Shucked Oysters and Oyster Enemies, S. R. Pottinger, Ass't. Technologist, Fish and Wildlife Service; Problems of Productivity of Oyster Bottoms, Dr. Paul S. Galtsoff, in Charge of Shellfishery Investigations, Fish and Wildlife Service; A Preliminary Report on Laboratory Methods for the Sanitary Evaluation of Shellfish, Dr. Leslie A. Stauber, Associate Bacteriologist, U. S. Public Health Service; Recent Developments in the Bacteriological Examination of Shellfish, Cornelius C. Kelly, Jr., New York State Conservation Department; The Shellfisheries of Florida, S. E. Rice, Supervisor, Florida State Board of Conservation; The Boring Sponges and Their Effect on Shellfish Culture, Dr. Marcus Old, Professor of Biology, Hofstra College; An Improved Method of Spreading Lime Over Starfish Infested Bottoms, James B. Engle, Senior Oyster Culturist, Milford Biology Laboratory; New Methods of Cultivation of the Edible Mussel, Dr. V. L. Loosanoff, Director, Milford Biological Laboratory; The Oyster Crab, Another Pest of the Oyster, Leslie A. Stauber, Biologist, New Jersey Oyster Investigation Laboratory; The Boring Mechanism of the Oyster Drill, Melbourne R. Carriker, Rutgers University, New Brunswick, N. J.; The Spawning of Oysters Living at Different Depths, Dr. V. L. Loosanoff; The Role of Diatoms in Fattening Oysters, Dr. Thurlow C. Nelson, Professor of Zoology, Rutgers University.

Maryland

Crab Season Prospects Good

STATE Conservation Commission officials predicted that the 1942 crabbing season would be the best since 1939, the last good crabbing year.

They said crabbing slumped more than 50 per cent between 1939 and last year when only 11,336,500 pounds of hard crabs were taken from Chesapeake Bay and its tributaries, compared to the 27,000,000 pounds reported three years ago.

Officials pointed to reports from Commission deputy commanders who have been surveying the situation since the season opened May 1. Continuous "optimistic reports" were the basis for their forecast.

Highly promising reports were received from Wingate, Solomon's Island, and Herring Bay, and from the head of the bay; deputy commanders, without exception, reported signs of numerous small crabs, and in many regions that another shedding would produce the legal-sized five-inchers.

Catches of two and three barrels a day were reported from Wingate while many crabs, from 1 to 1½ inches, have been snared in Herring Bay drift nets. Little trot-line crabbing has been reported because water temperatures, in most areas, are still too low.

Commission officials credited the Virginia sanctuary, enforced between July and September last year, as partially responsible for the enheartening signs this Spring. It is hoped the recent Virginia-Maryland crab pact shows an even greater improvement when the 1943 season begins.

Green Crabs on Shedding Floats

The Commission of Tidewater Fisheries has been seriously concerned about the depleted conditions of the crab supply in the Chesapeake Bay. One of the first complaints heard by this administrative body in 1939 was that great quantities of "green" crabs were being placed on shedding floats, presumably to shed to soft crabs but in actuality to die. In 1938-1939 the Chesapeake Biological Laboratory, because of the reports of a very high mortality, studied the losses and made recommendations for their substantial reduction.

Their report showed that prior to August 1, 1939 the general mortality was upward of 50% of all green crabs used on the floats. After August, 1939 the mortality was reduced to barely in excess of 20% through close co-operation by the crab industry and by detailing several officers to see that green crabs were not placed on the floats. The groundwork for this step was laid by a meeting of the Commission with the members of the "shedder" industry at which time it was agreed by all that the solution to the problem of reduction of the losses on shedding floats was to keep green crabs out of the floats.

In 1940 and 1941 the Commission continued its policy of careful inspection of shedder floats. In the early part of the season of 1941, large quantities of green crabs were detected on the floats in Somerset County. Some 15,000 "green" crabs were dumped overboard and these measures brought about a prompt improvement in the conditions. In the Summer of 1941, the Biological Laboratory again was asked to study the losses on shedding floats to determine the effects of the law enforcement program. Although the quantity of crabs handled on the floats was small, because of a shortage of supply which existed in the industry, the data showed that only about 20% of the crabs taken locally were dying on the floats, but in peeler crabs that were transported from Virginia and the Seaside, the mortality was considerably higher. The explanation for this increased mortality in out-of-state crabs was found to be mainly due to the extra handling involved in transporting the crabs from the distant areas.

A large percentage of the crabs that died after August, 1939 were killed by conditions which the present law cannot control, that is, high temperatures, poor circulation in floats and drying out of the peelers on the fishing grounds so that shedding could not be accomplished in the floats.

Capt. Edwin E. Fiedler christening his new dragger "Nora" at yard of Franklin G. Post & Son, Inc., Mystic, Conn.

Mystic, Conn. Yard Delivers 55 Foot Dragger "Nora"

THE 55-foot dragger *Nora*, launched the middle of May by Franklin G. Post & Son, Inc., of Mystic, Conn., has been delivered to her owner, Capt. Edwin E. Fiedler of Greenport, N. Y.

Built from Post's Seagoin Model, the new craft is exceptionally rugged and well arranged for a boat of her size. She is amply powered for good towing ability.

The boat has a beam of 15 ft. and draft of 6 ft. Her oak bent frames are 2¼" x 3", spaced on 10" centers. Planking is 1¾" yellow pine; main deck, 1¾" fir; cabin deck, 1¾" pine. There is ½" oak ice sheathing on the starboard side, and the bulwarks around the main deck are 18" high.

The cabin, located forward, is 19 ft. long, and has port lights and a sky-light hatch. There are four pipe berths, clothes and dish lockers and a special arrangement for a table, formed by use of door to engine room and pilot house.

The pilot house, situated over the engine room, is 5 ft. wide and 6 ft. long. It has an octagon front and sliding side windows.

Steering gear is arranged for operation in the pilot house and on deck. A 25" wheel with chain sprocket is installed on the outside of the bulkhead with a special wheel mounted on same shaft in the house. The rudder is hung on heavy bronze castings with 2 hangers on the transom.

Directly aft of the engine room is a 20 ft. fish hold which will carry 75 barrels of fish, and this is separated with pen boards from a 4-ft. ice house. Way aft is a 3 ft. storage space which projects above the deck level. There are two hatches in the hold.

The engine room is conveniently reached from the pilot house and has a port light on either side. Two fuel tanks have a 300 gallon capacity.

Power is furnished by a Type D-80, 6 cylinder, 4 cycle Lathrop Diesel which develops 80 hp., at 800 rpm. It is equipped with a Twin Disc reverse and 2:1 reduction gear unit, connected with a Morse flexible coupling. The propeller is a 3 blade type, 42 x 32, operating on a 2½" bronze shaft with Lignum Vitae stern bearing. A Twin Disc power take-off operates a double drum winch.

Connecticut Fleet Active

Draggers in the Connecticut fleet have been fishing pretty steady and all are making good money. Some of the larger boats are running to New York.

The "Queen of Palm Beach", recently taken by the Government was owned by Pasquale and Gennaro Montagna of Atlantic City, N. J. She was built in Florida last year, measures 64.8 x 18.8 x 7, and is powered with a 175 hp., 5 cyl., Wolverine Diesel, turning a 52 x 42 Columbian propeller.

Price Regulations and Exemptions

UNDER the new General Maximum Price Regulation placed in effect by the Office of Price Administration, the seller is ordered to take for his maximum the highest price he charged during March 1942 for the same commodity sold to a purchaser of the same class.

"Highest price charged" means two things: First, it means the top price for which an article was delivered during March 1942 in completion of a sale to a purchaser of the same class. Customary allowances, discounts or other price differentials cannot be changed, except to lower the price.

Second, if there was no actual delivery of a particular article during March, the seller may establish as his maximum price the highest price at which he offered the article for sale during that month. This permits the use of a list price if no completed sale occurred in March. Conversely, however, if there was a completed sale at a price under the list price the actual sale price must be used as the maximum.

To cover articles that were not sold during March and had no offering price, the seller must establish as his maximum price the highest price charged in March for the most nearly similar article.

A "similar commodity" is defined as one that has the same use, gives the buyer fairly equivalent serviceability and is of a type which ordinarily would be sold in the same price line.

In cases in which a seller did not deal in the same or similar commodities during March 1942, he must base his maximum price on the highest price charged during March by his most closely competitive seller of the same class.

All frozen, canned, smoked, spiced and pickled fish products are included under the price control. Fresh fish and seafood are exempt from its provisions.

Among products excepted is fresh crabmeat. This conclusion by the Office of Price Administration is reached although "fresh crabmeat" is in fact cooked. By popular understanding, trade usage, and administrative practice of other federal agencies, the term "fresh crabmeat" is used as descriptive of cooked crabmeat not in sealed containers, despite the fact that it is processed to some extent. Live crabs are clearly excepted from the Regulation. Canned crabmeat is covered.

Enemy Attacks

The first sinking of a New England fishing vessel by enemy action since the War began occurred on May 17 when a Boston trawler was shelled as she was steaming toward the Western Banks. On June 3, two Gloucester draggers were shelled within a half hour of each other off the New England Coast.

Florida Shark Industry Is Active

APPLICATION has been made to the State War Department by C. L. Mooney, Vice-President, Salerno Shark Fisheries, to build a wharf and plant in Manatee Creek on its property near Salerno.

One of the first shipments of shark livers, teeth and fins to leave St. Petersburg was made by Capt. B. A. Lowe, veteran charter boat operator and proprietor of the Imperial Fishing Dock.

At Fort Myers, Luke Gates, who for years has been building up a business in canned coquina broth, gave it up because of the tin shortage, and with the aid of Charles Tierney, has engaged in the business of catching sharks and extracting livers. He is negotiating to establish a shark reduction station in Fort Myers.

Closed Season on Salt Water Trout

The Florida State Board of Conservation advises that the closed season on fish known as salt water trout is from the 15th day of June to the 15th day of July of each year. Local laws that have been enacted since then exempt the following counties: Baker, Citrus, Gilchrist, Hernando, Levy, Pasco, Taylor, Wakulla, and Dixie, in which counties salt water trout of legal size may be taken, marketed, and shipped to other States. All other counties in the State of Florida are closed on salt water trout during this period, and the law will be enforced accordingly.

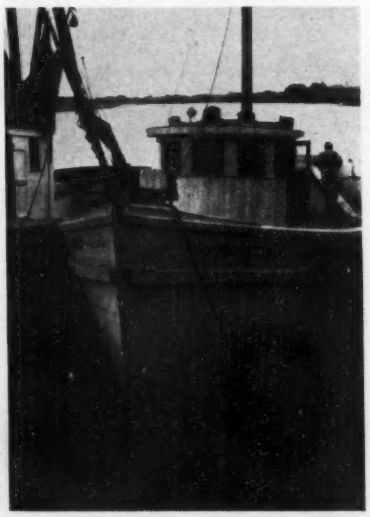
April Shipments

Truck shipments of 1,754,000 pounds of fresh and frozen fishery products from areas east of Cedar Keys, spread among 37 classifications, were reported during April, according to summaries released by the Jacksonville Market News office of the Fish and Wildlife Service.

Of the April 1942 total, 980,000 pounds originated on the West Coast of the State and consisted principally of fresh mullet (605,000 pounds). Of the total fresh mullet truck shipments (745,000 pounds), the bulk was destined for Georgia (651,000 pounds), South Carolina (33,000 pounds), and home consumption (43,000 pounds).

Fresh sea trout, with total shipments of 154,000 pounds, most of it destined for Georgia (97,000 pounds) and South Carolina (17,000 pounds) ranked second in output. Fresh bluefish with East Coast shipments of 123,000 pounds (99,000 pounds destined for the New York market), ranked third.

Of the total truck shipments, 1,171,000 pounds went to Georgia (of which 1,032,000 were salt-water fish and 73,000, fresh-water); 163,000 pounds to New York (119,000 of which were salt-water fish and 42,000 were shell-fish); 95,000 pounds went to South Carolina; and 165,000 were for home consumption.



The shrimp trawler, "Joe Rizzo", a recent addition to the fleet of Felice Golino, St. Augustine, Fla. She is 58' long, 18' beam, powered with a 1300 Caterpillar Diesel engine, swinging a 42 x 38 Columbian Wheel, and is painted with Pettit paints.

Louisiana Bill Will Not Affect Outer Waters

HOUSE Bill, No. 539, which concerns shrimping in the waters of Louisiana, has caused much concern among dealers and shrimpers. However, Representative C. R. Brownell, Chairman of the Conservation Committee in the House of Representatives, made a study of the Bill and found that it is a Department of Conservation Bill and would in no way affect local shrimping. However, Section 7 of the Act which provides for two closed seasons of 60 days each is confusing as it does not specifically state that the provisions of the Section apply to "inside waters" only as intended by the authors of the bill.

Mr. Brownell will ask that the word "inside" be inserted in Section 7 so that there can be but one interpretation of the Act.

The new Bill repeals all previous bills dealing with shrimp, and as there is no provision in House Bill 539 providing for a closed season on shrimp caught in outside waters, local trawlers will be permitted to shrimp during the entire year.

Gasoline Rulings Make Taxes Prohibitive

Gasoline rationing in the Atlantic Seaboard states through which shrimp trucks must pass to reach eastern markets is presenting a serious problem to owners of private trucks.

The majority of these truckers are independent haulers and have no permanent connections in the eastern states where gasoline is rationed and where they might obtain enough gasoline to make the round-trip.

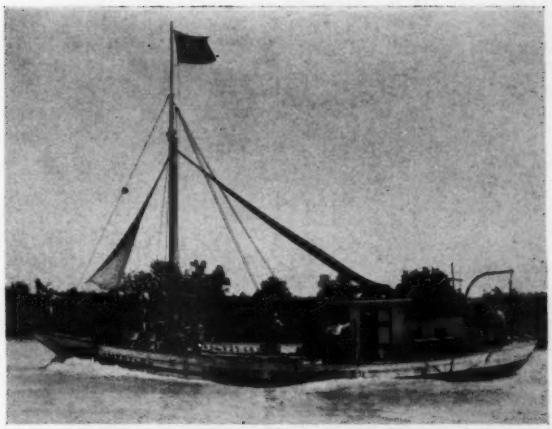
The shrimp truckers have explained that they are perfectly willing to bring along enough gasoline to make the round-trip, but state gasoline tax laws either require that gasoline in excess of certain amounts found in the tanks shall be dumped upon entry into a state or that additional gasoline taxes would have to be paid on this excess amount in each state traversed. In the first case, it would be utterly impossible to carry any excess amount and in the second case, the taxes imposed upon the excess gasoline would make the cost of operation run so high that a trip of this nature would be prohibited.

Trucks to Get Emergency Permit for Tires

The committee appointed by Chairman John Santos of the Southwest Louisiana Shrimp Dealers Association recently to investigate the possibility of securing tires for the seafoods trucks operating out of St. Mary Parish has secured the ruling from the State Tire Rationing Board that trucks in transit may secure tires if and when an emergency arises which demands tire replacement. The truck driver must apply through the local Tire Rationing Board and the emergency request will be passed on by the State Board and, if approved, the necessary permit will be issued and the truck driver will be authorized to secure replacement wherever he may be. With the allotment for St. Mary Parish under the actual requirements for trucks, the committee report furnished a needed relief. The situation had become so acute that several trucks might have had to be tied up until their application could be filled out by the local allotment. The trucks now are safe to start out with weak tires with the knowledge that, if necessary, they can secure tires enroute.

Shrimp Prices Steady

Shrimp prices stayed at average levels of 24-25 cents for jumbo during last week in May. These prices have been fairly steady for about a month with the demand fair. The submarine activity off the Atlantic Coast, especially the principal shrimp producing area from South Carolina to Key West, has held down production of shrimp. Since the trawlers must return to port each night their catch is short and the Gulf fishermen are getting a better reception for their catch on the New York and Chicago markets.



The "Myrtle", a deep sea shrimp trawler 53' 2" x 19' 6", owned by the Southern Shellfish Co., Harvey, La., is powered with a MRA-6 Superior Diesel, with a 2½:1 reduction gear turning a 36 x 22 Columbian propeller, and giving the boat a speed of 10.5 mph. at 1600 rpm.

Recent reports from the East Florida coast indicate that more boats are in service and the catch has shown an increase.

Shrimp Catch

The total catch of shrimp by the Morgan City-Berwick-Patterson area for the year ending February 1942 totaled 54,321 barrels with only 2,523 barrels used for canning or processing, the balance sold either fresh or fresh frozen. The catch is several thousand barrels less than the year previous. The catch for the Houma-Chauvin-Dulac area for the 12 months ending February 1942 shows a total of 49,357 barrels with 5,584 barrels sold fresh, the remainder canned or dried. New Orleans and the lower Mississippi River area reported a catch greater than the other areas with a total of 132,307 barrels of which 47,772 were shipped as fresh or fresh frozen.

Shrimpers Bring in Survivors

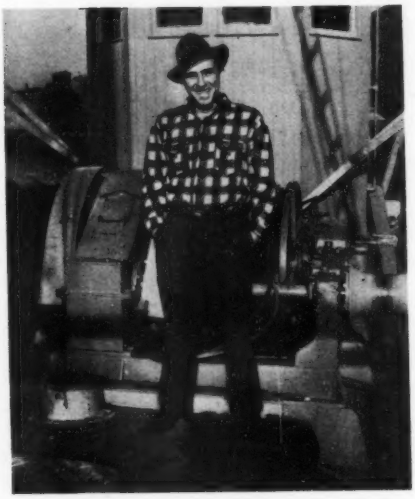
Twenty-three survivors were brought into Morgan City, May 20, by three shrimp trawlers of this port. Their ship, enroute home from a Central American city, sank in the Gulf when two submarines fired torpedoes into each side of the ship almost simultaneously. The ship was attacked at 2 a.m. and those who escaped with their lives drifted in life belts or rafts until late afternoon when the fishermen, answering a message from an observation plane which had sighted the survivors, picked up the group of 20 men, a boy, a woman and a girl. They also brought in the body of one dead man.

Ozio Fisheries

Among the Morgan City modern offshore trawlers is the fleet of the Ozio Fisheries, Inc., one of the industry's pioneers, which was established in 1926 and has handled fresh and salt water fish, crabmeat, frogs and turtles, and for the past seven years, large quantities of shrimp.

The shrimp trawlers "L. T. Ozio, Jr." and "Niz Baby", of Morgan City, Louisiana.

Capt. Philip Curcuru, owner of the Gloucester schooner, "Philip & Grace", and Capt. Sam Curcuru, skipper. The dragger is powered with a 6 cyl., 300 hp., 300 rpm., Atlas Diesel and equipped with an oil-fired Shipmate range.



Gloucester

To Increase Prices for Redfish

AT a meeting of the Fishermen's Union on June 1, acceptance was given to the dealers' offer of a graduated price increase on redfish starting at $2.50 per hundred as of June 1, $2.75 June 15 and $3.00 July 1. The price prior to June 1 was $2.25 while a year ago it was $1.85. The dealers wanted the four-day vacations between trips abolished, so that boats could sail day after discharging fish. The Union compromised by making the lay-over three days.

General Seafoods Plant Opened

General Seafoods Corp. opened its remodeled Commercial Street plant on June 15, following a two-day public inspection. The new plant represents the last word in modern fish handling equipment and ideal working conditions. Adjacent wharf space provides for the simultaneous unloading of 3 large trawlers or 6 small draggers. Robert Merchant is manager of the plant.

Small Trawlers Making Money

The small trawlers, some of which carry only a two-man crew, have been making money of late. One boat is reported to have stocked $400 in 5 days, and the receipts for livers alone paid the expenses.

Mayor Has "Sea Jeep"

The 50-ft. auxiliary dragger *Rosie C.* has been purchased by Mayor Donald J. Ross and others. It has been renamed the *Sea Jeep*, and will be skippered by Capt. Jack Sparrow.

Gorton-Pew Earnings Increase

Gorton-Pew Fisheries Company, Ltd., reports for the year ended March 31, 1942 net profit of $204,443 after charges and taxes, compared with $158,790 in the preceding 12 months. Net sales for the past year totaled $7,009,512 against $4,979,000 in the 12 months ended March 31, 1941.

"Golden Eagle" Doing Well

The new dragger, *Golden Eagle*, Capt. Robert Fralic has been landing banner trips ever since she joined the fleet. Up to the last of May, she had brought in eight trips in sixty-nine days and is reported to have shared $1700 per man for the period.

New Atlas for "Ruth & Margaret"

A new 300 hp., 6 cylinder, 11½ x 15 Atlas Diesel engine, direct reversing with sailing clutch, has been ordred for the dragger *Ruth & Margaret*. This boat has been making good trips, a recent one giving a share of $211 for a week's fishing. Temporarily, she has been under command of Capt. Bert Hemeon, but Capt. Matthew Sears is expected to be back on her again soon.

"Beatrice & Rose" to Get New Wolverine

The dragger *Beatrice & Rose*, formerly the *Catherine Graffeo*, and owned by Capt. Jerome Frontiero, is being repowered with a new 175 hp. Wolverine Diesel engine.

Capt. Lemuel E. Spinney

Capt. Lemuel E. Spinney, a leader in various branches of the fisheries for years, died June 6 at the age of 76.

During his years of fishing he excelled in halibuting and dory haddocking. Among his many commands was the schooner *Oretha F. Spinney*, which became a celebrated vessel when she was filmed as the *We're Here* in the moving picture version of Kipling's "Captains Courageous."

Dunn, Commission Chairman

THE Atlantic States Marine Fisheries Commission, the first interstate compact commission pertaining to marine fisheries work, has been organized, following a meeting in New York on June 10.

Nine of the Atlantic coast states already have joined the compact—Maine, New Hampshire, Massachusetts, Rhode Island, New York, New Jersey, Delaware, Maryland and Virginia.

Edmund L. Dunn of Boston, President of New England Fish Exchange, and Massachusetts representative for the industry, was chosen Chairman of the Commission.

Fisheries of the Middle Atlantic States, 1940

CATCH of fish and shellfish in the Middle Atlantic States during 1940 amounted to 355,553,000 pounds, valued at $7,650,957 to the fishermen, according to statistics released by the Fish and Wildlife Service.

As compared with the catch in 1939 this represents an increase of 27 percent in volume and 4 percent in value. An increase of about 100,000,000 pounds in the catch of menhaden, a very low-priced species of fish utilized exclusively for reduction purposes, is primarily responsible for the increase in value being incommensurate with the large increase in quantity.

Based on the value of the catch, oysters were the most important item of production, with clam and menhaden following in importance.

The Fisheries of New York yielded 91,959,000 pounds of fish and shellfish, valued at $4,216,224; New Jersey, 160,555,000 pounds, valued at $2,956,946; Pennsylvania, 23,000 pounds, valued at $2,373; and Delaware, 103,017,000 pounds, valued at $475,414.

The value of manufactured fishery products produced by these firms in 1940 amounted to $15,815,684.

Maine

Sardine Canners Concerned Over Price Ceiling

WITH the Federal government requesting a large pack, and at the same time making it difficult for them to operate, Maine sardine canners are now gravely concerned over the outcome of the present season which at one time promised to be the best in history. Seeking additional information on this paradox which threatens the welfare of a $20,000,000 industry, Sea and Shore Fisheries Commissioner Arthur R. Greenleaf stated that he would seek to help unravel the snarled situation.

It all simmers down to the matter of a price ceiling. To sell their product at the price set by Washington, and still cope with existing industrial and defense wage scales plus priorities and rising costs of materials, presents a disheartening enigma. Hardest hit are factories in Portland, Rockland and points between. Washington and Hancock county packers are having their troubles but not quite such serious ones.

According to the packers it is absolutely impossible to pay the same wages that are filling the envelopes of workers in ship yards and other defense plants, and still meet the price ceiling. A scarcity of labor is resulting and several of the larger plants are operating at not much more than 50% capacity. Statistics obtained by Greenleaf's departments show that the average price for herring paid fishermen in April was $1.15 as against 69c in April '41 and, of course, this helps complicate the situation.

One large Portland packer told Greenleaf that during a recent week, with plenty of fish available, he could get but 65 people for his packing rooms, whereas he needed around 200. "There is hardly a day goes by but what two or three of our men leave to work in the shipyard," he complained, and added that "the draft has taken many, many more of our best men." The packers are all patriotic citizens and are all for the ultimate war effort, but feel that they should be given an opportunity to charge enough for their product to meet the problems confronting them.

Some time ago the Government announced that it was taking over most of this year's pack for Army and Navy consumption. Unless some action is taken in Washington, it looks as though the pack would not only be too small to meet Government demands but would also make it difficult for the packers to supply their regular customers with even small shipments.

Alewives Canned

The Ramsdell Canning Factory in Rockland, during the month of May, put up 11,200 cases of alewives, 24 cans to the case, to fill a Government order. The Ramsdell Company contracted for the alewife catch in Warren, and this was the first time that Warren alewives have been canned commercially.

One of the first canning companies to start operations in packing fresh alewives was the Belfast Packing Company of Belfast. This company constructed a new building, 35 x 40, adjacent to its loading wharf. The fish are conveyed to a rotary scaling machine which is equipped with a spray type washer. From here they are sluiced to cemented tanks, where they are pickled with salt. The heads and tails are then cut off, and the fish are cut can length ready for packing in No. 2 round cans.

Capt. Arne Pederson aboard the "Penguin" at Carter's Yard, Friendship, Maine. He is a member of the firm of Beckman and Pederson of New Bedford, who own the "Penguin", "Pelican", and "Chas. E. Beckman".

The canning of alewives is a new phase of the fishing industry in Maine.

May Get More Gasoline

Some provision may soon be made to assure a suitable supply of gasoline for Maine commercial fishermen. Commissioner Arthur R. Greenleaf has started to obtain a large amount of statistical data at the request of the office of the Petroleum Coordinator in Washington. Greenleaf was informed that as soon as the figures are compiled the Coordinator will analyze them and make a recommendation to the War Production Board.

As spokesman for the Coordinator, John W. Frey, director of Marketing said that "this office is cognizant of the importance of the fishing industry to the war program, and will be glad to recommend to the War Production Board the adjustment of abnormal situations."

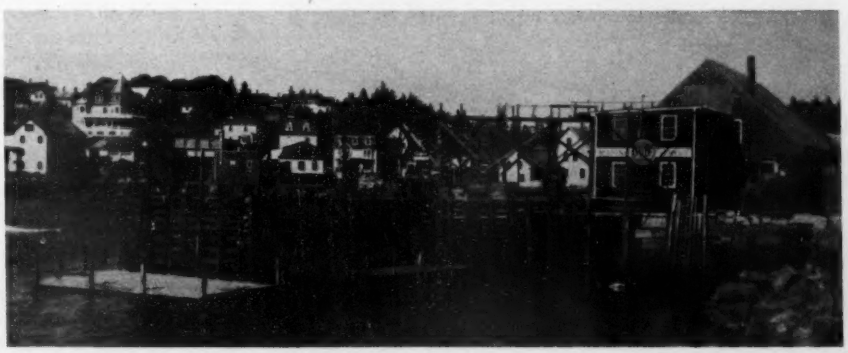
Although not affected by rationing, fishermen complain that due to 50% cut in deliveries to dealers they have not been able to get enough gasoline to carry out their business.

High Prices Prevail

Higher prices favored Maine fishermen again in April and their total earnings of $379,872 was well ahead of their income of $268,250 for the same period last year, according to the statistical report of the Department of Sea and Shore Fisheries. The total for the first four months of the year has reached $874,285 as against $632,248 in 1941.

Sardine packers bought 73,560 bushels of herring to make that specie the leader, and the price was up from sixty-nine cents in 1941 to $1.15. Lobsters were a close second with 331,000 pounds bringing $76,465, while $65,022 was paid for 69,409 bushels of clams which were handled mostly by the packers. Prices as a whole were up more than one-third.

The landings included: 653,000 lbs., cod; 719,000 lbs., haddock; 16,789 lbs., hake; 183,000 lbs., pollock; 1,894,980 lbs., rosefish; 189,732 lbs., flounders; 582,000 sand and bloodworms; 73,000 Canadian lobsters; 17,466 lbs., scallops; 45,000 lbs., smelts and 1,576 bushels of quahaugs.



The wharf of Ralph K. Barter at Stonington, Me. Mr. Barter deals in lobsters, scallops, salted groundfish, canned clams and shrimp. He also operates sardine weirs and seines. He has a branch at Swans Island, and handles a full line of supplies, including Gulf Oil, Carter oilskins, Hyde propellers, Pettit paint and Gold Medal netting and seines.

St. Andrews Bay Tugs and Snapper Schooners

IN Panama City, Florida, the St. Andrews Bay Towing and Lighterage Company, W. C. Sherman, President, has been identified with pulpwood traffic for many years and has developed an efficient fleet of powerful towboats handled by competent men.

The latest addition to the St. Andrews fleet is the big tug *Sherman VI*, Capt. H. M. Chestnut. She is 73′ overall length with a beam of 18′ 6″ and draws 9′ 4″ when loaded. Built at the firm's own yards at Millvill by A. B. Ceruti, Panama City boat builder, *Sherman VI* is of husky construction.

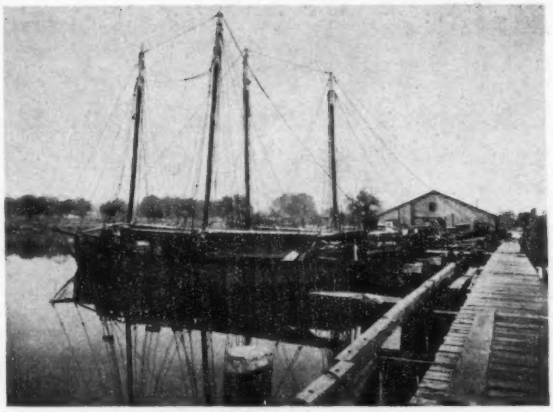
"She's all wood," says Mr. Ceruti, "and plenty of it!" Framing is of sawn cypress, doubled, each frame finished about 6″ x 8″ and set on close spacing. Three sets of 2″ x 10″ clamps bolted inside the frames, stiffen the hull tremendously; planking is 2½″ cypress. Mr. Ceruti says he never built a stronger hull and he has built many.

A Fairbanks-Morse Model 37F12 of 6 cylinders is the propulsion engine installed; power developed is 450 hp. at 300 rpm. The propeller installed is a three-blade Ovoid type Columbian, made to the design of Fairbanks-Morse engineers, and is 72″ diameter and 42″ pitch. With the tug tied to the dock the engine turned this wheel at 280 rpm. which shows the engine to be conservatively rated for heavy towing.

The auxiliary unit, built around a one-cylinder, 10 hp. Model 36 Diesel, the unit comprises a Fairbanks-Morse 5 kw. generator, a rotary fire and bilge pump and a 2-stage 3¾″ x 3¾″ Fairbanks-Morse compressor. A 3 hp. electric motor drives a 3″ centrifugal Fairbanks-Morse bilge pump which unit is served electrically from auxilary generator.

"Sherman VI", the latest addition to the St. Andrews Bay Towing and Lighterage Company's fleet of tugs.

The starboard side of the Fairbanks-Morse Model 37 F-12 Diesel propelling the "Sherman VI".



"Anna Belle" and "Martha Lillian", snapper schooners owned by the St. Andrews Bay Towing and Lighterage Co. of Panama City, Florida, and powered with Fairbanks-Morse Diesels.

Batteries are the Exide Ironclad Marine type. Current is also supplied for lighting, including searchlights and floodlights, and for the Jefferson-Travis type 1000-C 100 watt radiophone.

Besides the towboat fleet, the St. Andrews Bay Towing and Lighterage Company owns three off-shore snapper schooners, the 62-footers *Hazel* and *Anna Belle* and the 50-ft. *Martha Lillian*. These vessels fish the Mexican snapper banks off Yucatan, delivering the catches to the Saunders Fish Company at Pensacola. The two larger boats are powered with Fairbanks-Morse Model 36 Diesels of 4 cyl., 4 cycle type, of 40 hp. Joes reduction gears of 2:1 ratio are used; starting is electrical, the engines being fitted with starters and generators using Exide batteries.

The smaller *Martha Lillian* is driven by a 3 cyl. Model 36 Fairbanks-Morse Diesel of 30 hp. at 1200; the Joes 2:1 gear is also featured on this model. Starting is by hand; current for the ship's lights is furnished by a gasoline-driven Fairbanks-Morse auxiliary generating plant.

Throughout the fleet, all installation engineering has been under supervision of Fairbanks-Morse field men.

Trawlers Moving North from Norfolk

FISH are expected to be somewhat scarce in Norfolk and Tidewater Virginia during June. This is caused, according to I. T. Ballard, president of the Ballard Fish and Oyster Company, by the slowing off of the spring run and the tardiness of the summer run in getting under way. Prices are reported as fair.

Since the trawlers, which operated last winter off the Virginia Capes, are operating much farther north, the main source of supply in this section is the Chesapeake Bay.

Pound Nets Set

Pound nets have been set but up to the first of June reports state that the yield is a bit off. After June, local fishing officials do not see any reason for worrying about the quantity or quality of the available fish.

Triple Sellers

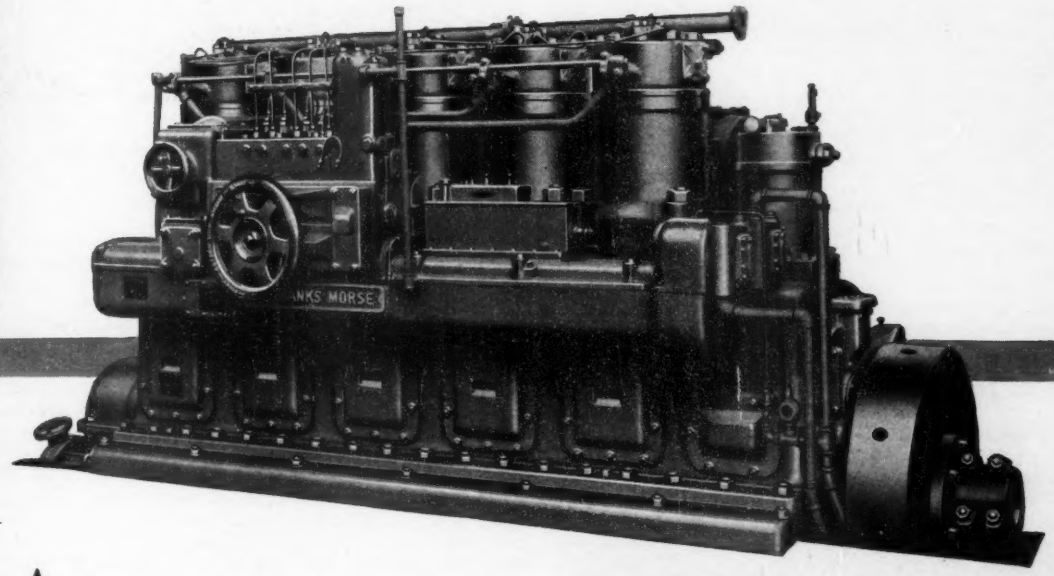
A few trout, ocean perch and porgies are the triple sellers at the present time. The chief fish in local waters during the summer are spots and croakers. The last named are minus signs now, but are expected to constitute the bulk of the catches later on in the summer.

Outside Demand Good

Outside demand is reported as rather good, with trucks being able to operate despite the shortage of gasoline and tires. Just how long this mode of getting fish to northern and southern markets will be feasible under war conditions is uncertain, none being willing to venture a guess in this regard.

LOW OPERATING COST

Requires MORE Than Cheap Fuel!



ALL marine Diesel engines operate on cheap fuel. But that doesn't prove that just any Diesel will serve you at low cost. To do that, your Diesel must be built to get maximum power from its fuel. It must deliver dependable power with minimum maintenance and servicing cost. It must have the stamina to meet your needs for many years.

It is because Fairbanks-Morse Marine Diesels so ably meet *all* the requirements of low operating cost that they are ordered repeatedly by fishing boat owners and builders. In a recent 16-month period, 49% (by horsepower) of F-M Marine Diesels ordered for fishing boats were repeat orders. That's a high and significant percentage in a marine market not dominated by multiple ownership.

If you are planning to build or convert, you'll want to know more about the F-M Diesel performance records which result in repeat orders. For this information, write Fairbanks, Morse & Co., Dept. F16, 600 S. Michigan Ave., Chicago, Ill. Branches and service in principal ports.

Why F-M DIESELS Operate Economically

LOW FUEL COST—because of F-M direct injection, open head combustion, improved back-flow scavenging, and low speed which gives fuel more time to burn.

LOW MAINTENANCE COST—because of the simple F-M application of the 2-cycle principle. This eliminates valves, push-rods, camshafts, and gears. Low speed and direct-reversing eliminate transmission gears. Low speed means slow wear.

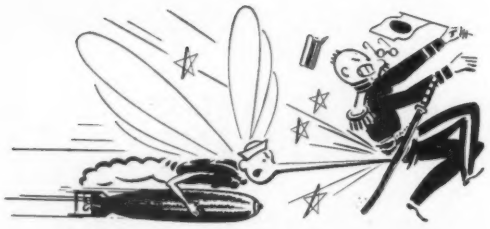
LONG LIFE—because of the small number of moving parts; fully automatic pressure lubrication; design for sustained, heavy-duty service; fine materials and workmanship.

REPEAT ORDER

80% (by horsepower) of all F-M Diesels sold are repeat orders—proof positive that F-M Diesels give satisfaction

FAIRBANKS·MORSE F-M DIESELS

DIESEL ENGINES ELECTRICAL MACHINERY MAGNETOS RAILROAD EQUIPMENT WASHERS IRONERS STOKERS
PUMPS MOTORS FAIRBANKS SCALES WATER SYSTEMS FARM EQUIPMENT AIR CONDITIONERS



Mosquitos for the Mikado

Uncle Sam's hard hitting PT boats are stinging the Tokio Kid in some embarrassing places. And much more of the same is in prospect.

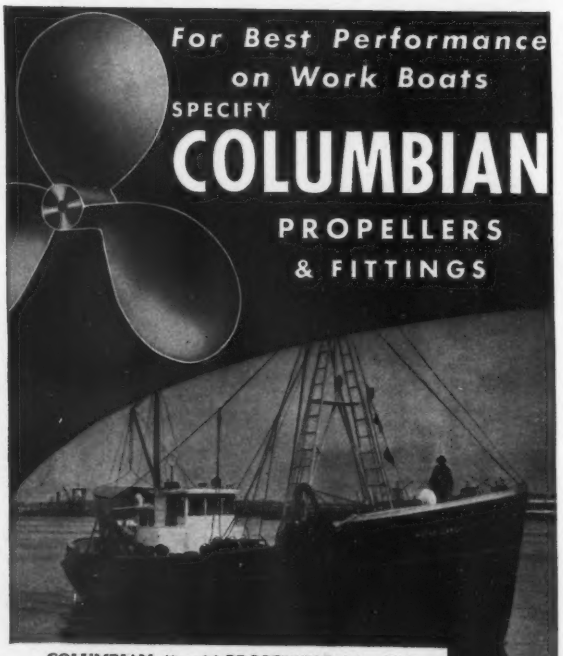
Having to moor in strange waters then be able to cast off instantly, our Mosquito Fleet presented unique anchoring problems which Northill met with significant success.

Your mooring problems may not be the same but Northill lightweight efficiency can be just as important to your commercial operations.

Make a date with a Northill at your favorite ship chandler's.

NORTHILL COMPANY
Subsidiary of The Garrett Corp.
Inglewood, Calif.

NORTHILL ANCHORS



COLUMBIAN 48 x 34 PROPELLERS drive "Notre Dame," above and also three sister ships owned by F. J. O'Hara & Sons, Portland, Me.

Send for free Columbian Catalog ★

COLUMBIAN BRONZE CORPORATION
Freeport, L.I., N.Y.

New Bedford Has Another Filleting Plant

UNION Fisheries, the second new filleting plant to open in New Bedford in less than two weeks, started business May 10 at 47-49 Union Street in that city. Fred S. Bainton, former fish broker of 370 Atlantic Ave., Boston, is in charge.

Mr. Bainton states that the main purpose of Union Fisheries is to fillet yellowtail flounders for the general market. The plant employs from 6 to 15 workers, and has a capacity of 5,000 fillets per day.

The new firm occupies a building which belongs to the Pease estate of New Bedford, and has floor space of 9,050 square feet.

New Name

Captain Manuel Andrews of Provincetown has renamed his 49′ dragger *Winifred S* to *Father and Son*, and has taken his son, Edmund Andrews, in business with him.

New Scallop Ring and Link

The Fulton Supply Company of New York and New Bedford announced June 1 that it had sold approximately 2,000 kegs, 100 pounds to a keg, of a newly processed scallop ring and link, superior to the old style device, and good for four more trips each. The old ring and link had to be changed every one or two trips, according to Alfred Gould, manager of the New Bedford store. Fulton Supply Company's priority number will allow production of the new device indefinitely, Mr. Gould says.

Navy Drafts More Draggers

Three more draggers of the New Bedford fishing fleet, the *Newfoundland*, *Katherine Saunders* and the *Viking*, have been drafted by the Navy, and requisitioning of a fourth, the *Niantic*, is reported still under consideration.

The *Newfoundland*, owned jointly by Capt. Murley and its skipper, Capt. John T. Fennessey, was built in 1930. She is 93 feet long, has a registered gross of 93 tons.

She is the fourth vessel owned by Capt. Murley which has been called to the colors. Previously, the *Charles S. Ashley*, the *John G. Murley I* and the *John G. Murley II* were taken over. Two boats, the *R. Eugene Ashley* and the *Martha Murley*, are left of the original fleet of six.

The *Viking*, owned and skippered by Capt. Hans Haram, is 82 feet long and was built about 1930. Capt. Haram began his career at 16 when he sailed out of the port of Aalesund, Norway. In 1905 he first went to the grounds as skipper, and in 1925 made New Bedford his home port. During his 44 years of fishing he never lost a ship or a man.

The *Katherine Saunders*, a 93-footer with registered gross tonnage of 93 tons, is owned by Herman R. Saunders.

The *Niantic*, owned by Capt. Russell Grinnell, of Providence, was launched April 14, 1940, and joined the fleet here soon afterward. She is 70 feet overall, 17 feet in the beam and draws 8 feet.

Vineyard Dragger Taken

The fishing dragger *Priscilla V.*, 57 feet long and one of the largest of the Vineyard fleet, has been taken over by the Government. The craft was launched last year in Maine.

The dragger is the first Island fishing boat to be taken over by Federal authorities.

Capt. Manning Buys "Bozo"

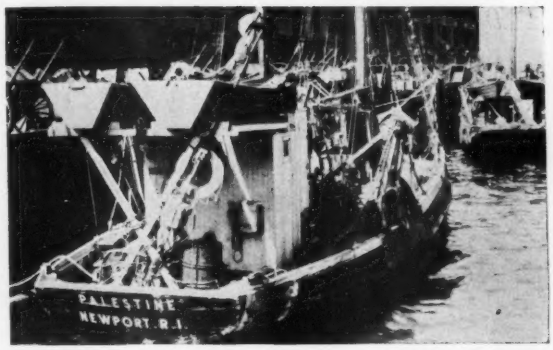
Latest addition to the Menemsha fishing fleet, Martha's Vineyard, is Captain Walter Manning's 48′ dragger *Bozo*, which he purchased from Axel Holmquist of Wildwood, N. J. The boat was built in St. Augustine, Fla., in 1937.

The *Bozo's* beam is 14½′ and draft 5½′. She sleeps five, and has a fish hold capacity of about 25,000 pounds. Skipper Manning plans to ship a crew of three, including his son James.

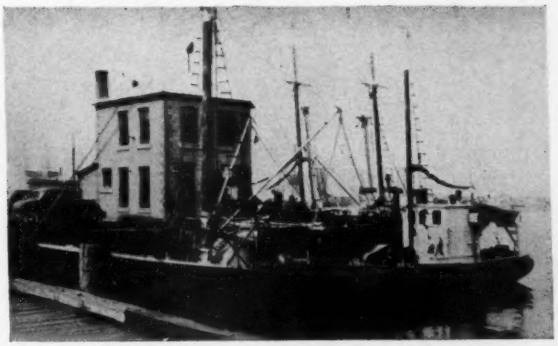
The *Bozo* will be used for general fishing, chiefly swordfishing through the Summer, and dragging in the late Fall and Winter.

Skipper Manning lost his fishing schooner *Beret J.* on Squibnocket Head last Summer, and last May he lost the New Bedford dragger *Alice May* when she was in collision with another fisherman in New Bedford harbor.

WOLVERINE DIESELS IN PORT



The "Palestine" from Newport, R. I., at the Boston Fish Pier. Operated by Capt. Edward Sanchez, and powered with a 5 cylinder, 9¼" x 14" Wolverine Diesel.



The "A. Piatt Andrew", owned by Capt. Nils Kjeldsen of New Bedford, Mass. She is powered with a 100 hp. Wolverine Diesel which was installed in May, 1932.

These Wolverine-powered boats are in port, not for repairs, but to unload their catch, and return, without any delay due to engine trouble, to the fishing grounds for another successful trip.

Wolverine-powered fishing boats, all along the coast, give their owners satisfaction year after year, because of their operating economy, low maintenance cost, and dependable service.

For a sturdy, simple, reliable, economical, and long-lived engine, buy a Wolverine. Send for Catalog No. 135

Wolverine Motor Works, Inc.
1 Union Ave. Bridgeport, Conn.

Canned Fish Requisitioned

THE War Production Board on May 26 ordered canners to set aside their entire 1942 pack of salmon, sardines, mackerel and Atlantic herring to fill the needs of the armed services and the lease-lend program.

WPB officials emphasized, however, that the order did not necessarily mean that none of the 1942 pack would be available to civilians.

"Because of uncertainty as to the supply and the demand, it was thought best to require that the entire pack of these fish be set aside," Lawrence Hopkinson, in charge of fishery products for WPB, said.

"Then, if the full supply is not needed for military and lease-lend requirements, it can be released for civilian purposes."

Advice by Coast Guard

FISHERMEN in coastal waters are advised by the Coast Guard how to handle certain objects found floating on the water or hauled up in their nets.

Any cylindrical objects with flat or rounded ends that are picked up in nets or drags from the sea-bottom are to be handled very carefully since it is possible that the object may contain explosives.

The report stated that it was dangerous to handle any spherical or can buoy shaped objects floating on the surface of the water. If one is sighted, keep clear, and report its location to the nearest U. S. Coast Guard or Naval Station, meanwhile retaining it under observation.

Regarding objects hauled from the bottom, the notice directed fishermen to haul the object to the surface, taking great care not to let it slip out of the net and sink to the bottom again. Load it into a small boat if possible, and tow it to the nearest U. S. Coast Guard or Naval Station as soon as possible. If you have no small boat, secure it on deck. If the above procedure is followed, these objects are not dangerous, the Coast Guard said.

The notice warned, however, that it was very dangerous to allow an object hauled from the bottom to sink or to be dumped overboard once it is on the surface, as an explosion might occur which would sink or damage the craft. "Do not tamper with the mechanisms of the object. It is very dangerous to do so."

Moss Industry Booming

COLLECTING "Irish moss," or carrageen, has developed into a boom industry since war has cut off imports, says the Fish and Wildlife Service.

The value of the Massachusetts' production of this seaweed jumped from $59,000 in 1940 to more than $100,000 in 1941. In 1939, it was only $24,000.

A gelatinous submarine growth, carrageen, after drying and bleaching, is used in the manufacture of pudding, pharmaceutical supplies, skin lotion, and in several hundred industrial processes. In powder form, it is used in manufacturing beverages, paints, shoe blacking, medicine, confectioneries, and ice cream.

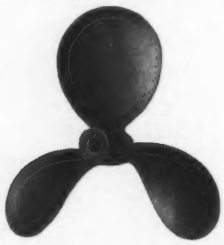
Since 1847, when carrageen was discovered in Massachusetts, Scituate has been the ranking moss-gathering center in the United States, although Lynn, Nahant, Gloucester, and Quincy also participate in the industry.

Now Maine is harvesting sea moss. At Bailey Island a 70 year old man made $50 in two days, and a woman chalked up earnings of $7.60 in an hour and a half.

W. K. Corson of New York City took over Sinnett's wharf several weeks ago. He announced that he was prepared to pay two cents a pound for all the moss he could get, and better still he wanted it just as it came from the ledges, water and all.

Maine's wonderfully productive sea moss beds were "discovered" three years ago when three Bowdoin College students tried the business in Casco Bay. At the present time there is a big operation in Portland under the direction of Attorney Nathan Thompson, and the one at Bailey Island. From all indications other plants will be opening along the coast soon.

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE
PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

on Bethanized Trawler Line

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.
2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

BETHLEHEM STEEL COMPANY

Fulton Market Wholesale Prices

Specie	May 1-9	May 11-16	May 18-23	May 25-29
Bluefish	.14-.20	.12½-.30	.18-.35	.. ..
Bonito	.07-.12	.06-.06½	.07-.10	.06½-.08
Butterfish	.04-.15	.03½-.15	.04-.15	.05-.15
Codfish, Stk.	.07-.10½	.07-.12	.08-.14½	.08-.15
Codfish, Mkt.	.03-.08	.06-.08	.06½-.10	.06-.09
Croakers	.02-.04	.02-.04	.03-.04¾	.04½-.05
Dabs	.. ..	.. ..	.07-.07	.. ..
Eels	.03½-.08	.. ..	.. ..	.. ..
Flounders	.02½-.12	.02-.12	.02-.18	.03-.14
Fluke	.. ..	.10-.18	.09-.18	.08-.18
Haddock	.02½-.08	.05-.08	.04½-.09	.05-.10
Hake	.04-.04	.01-.04½	.01½-.07	.01½-.06
Halibut	.15-.19	.16-.25	.18-.22	.18-.22
Jewfish	.13-.13	.03-.10	.. ..	.. ..
King Whiting (Kingfish)	.04-.12½	.02-.08	.02-.08	.02-.06
Kingfish (King Mackerel)	.. ..	.. ..	.. ..	.02-.06
Mackerel	.05-.10	.05-.11	.05-.12	.03½-.11
Pollock	.04-.07½	.04-.07	.04½-.09	.04½-.10
Pompano	.40-.45	.43-.50	.40-.40	.. ..
Salmon, Pac.	.30-.32	.23-.30	16-.35	.18-.27
Salmon, Atl.	.. ..	.. ..	.. ..	.30-.38
Scup	.02-.06	.02-.08	.03-.08	.02½-.09
Sea Bass	.09-.22	.07-.22	.07-.18	.06-.12½
Sea Robins	.02-.02	.01½-.02	.. ..	.02-.02
Sea Trout, G'y	.02½-.22	.01½-.22	.02½-.20	.03-.22
Sea Trout, Spt.	.18-.22	.. ..	.. ..	.. ..
Shad	.01½-.12	.02-.12	.02-.11	.02-.12
Silversides	.01½-.02	.. ..	.. ..	.. ..
Red Snapper	.19-.19	.16-.19	.17-.18	.. ..
Sole, Gray	.07-.09	.07-.12½	.05-.12½	.06-.10
Sole, Lemon	.06-.07½	.06-.08	.06-.09	.08-.11
Spanish Mackerel	.14-.15	.. ..	.. ..	.. ..
Striped Bass	.08-.20	.10-.25	.14-.23	.. ..
White Perch	.. ..	.. ..	.06-.10	.06-.10
Whiting	.01-.06½	.01-.04	.01-.03½	.01½-.06
Yellowtails	.03½-.10	.02-.07	.04-.09	.04-.08
Clams, Hard	1.25-9.00	1.50-9.50	1.50-9.50	1.50-10.00
Clams, Soft	1.25-3.00	1.00-3.00	1.25-2.75	1.50-2.50
Conchs	1.75-2.50	1.50-2.50	2.00-3.00	2.00-3.50
Crabs, Hard	.50-3.00	1.50-3.00	1.50-3.00	1.50-3.00
Crabs, Soft	.25-2.00	.25-2.00	.25-1.25	.30-1.50
Crabmeat	.30-.80	.25-.65	.45-1.00	.40-.90
Lobsters	.30-.36	.. ..	.28-.30	.26-.28
Mussels	.50-.75	.50-.65	.50-.75	.60-.75
Scallops, Sea	2.25-2.25	2.15-2.15	2.05-2.35	2.15-2.15
Shrimp	.17-.30	.20-.29	.20-.29	.20-.25
Squid	.08-.14	.07-.10	.05-.12	.08-.12
Frogs Legs	.80-.80	.80-.85	.70-.85	.80-.85

Advisory to Selective Service

MAJOR HARRY J. LEMP, State Occupational Advisor to the N. Y. State Selective Service Board, has appointed an advisory group to his Board.

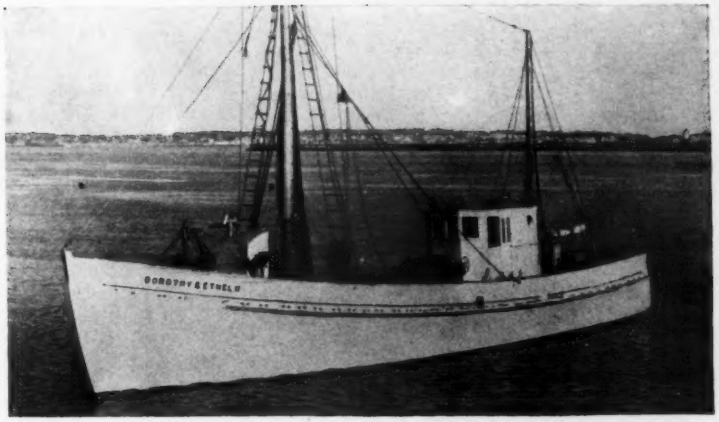
The members of this Board are: John H. Matthews, James H. Hildreth, Roy Toner and Alfred Tucker.

This group is now functioning. It acts solely in an advisory capacity on matters pertaining to the fishing industry.

N. Y. Fishing Industry's War Effort

A. E. Kessler, Executive Secretary of the Fishery Council, says: "The fishing industry in New York area has made exceptional record in the war effort, in connection with the War Savings Bond Payroll Allotment Plan. Some time ago the Fishery Council was approached on participating in this important work. We immediately dove into it, with Henry Robbins of Chesebro, Robbins and Graham as chairman, and Joseph Cantalupo of Cantalupo Carting Company as his assistant, the Fishery Council contributing the staff to further the work.

Outstanding Performance leads to **REPEAT ORDER** *for Another* **BUDA-LANOVA Heavy-Duty DIESEL!**



Here's what the owners say about the Buda-Lanova Diesel Engine that powers the 75 ft. dragger "DOROTHY & ETHEL II" of Portland, Me.—"We are very well pleased with the excellent performance of our Buda . . . it handles wonderfully well . . . its compactness allows for a bigger hold space . . . and from the start it has been very economical on both fuel and lube oil . . . as a precautionary measure after over a year of fishing, we had the engine taken down . . . we didn't find a single ring stuck, and no repairs or replacements were needed . . . Because we believe a Buda can't be beat for our type of work, we have ordered another identical model, for a duplicate of the 'DOROTHY & ETHEL II', now under construction."

This testimonial is further proof of the proved dependability and economy you get when you Power and Re-Power with Buda-Lanova Heavy-Duty Diesels! Write for complete details, or see your nearest Buda dealer.

THE BUDA CO. 15400 COMMERCIAL AVENUE HARVEY (Chicago Suburb) Ill.

Specify BUDA LANOVA DIESELS for More Horsepower per Dollar!

Long Island Fishing

FLOUNDERS have been running fine during the entire Spring, from 1 to 2½ pounds. The June catch has also been very satisfactory.

The Fish and Wildlife Service requests fishermen to co-operate with the proper authorities by sending in the tags and information about fish they catch—salt water species, to the Fish and Wildlife Service, Washington, D. C., and tags and information about fresh water fish to the Conservation Department, Albany, N. Y. The Service is inclined to believe that flounders don't travel very far, according to the tags received.

The trap-fishermen are pulling in large quantities of herring which unfortunately glut their traps.

Porgies are running in large quantities on the North shore. Butter fish have so far made a poor showing.

Weak-fish have been caught in small numbers in the traps both on the North and South shores.

Mackerel, weak-fish and king-fish started their run last month and are now making a fair showing off Montauk. Blue fish, which usually arrive around June 10, are very scarce. Swordfish, which are due in early June, are slow in arriving.

Along the South shore, shell fish have been plentiful through the Winter and Spring.

Gas Rationing and Boats

Alfred Tucker, Secretary of the L. I. Fishermen's Association, says: "This Association has inquired of the Office of Petroleum Co-ordinator what the forms are for that certain gas dealers are asking fishermen to sign.

"We also wanted to know where we stood on gas rationing and whether we were going to be able to obtain sufficient quantities for our minimum requirements. Answer to our inquiry follows:

" 'The form to which you refer is only necessary when demanded by a supplier or service station, and under those circumstances obviously, would be filled out only when required by a supplier or service station.

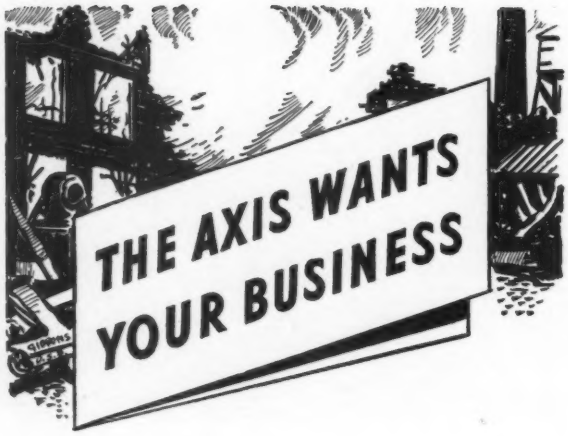
" 'It is the responsibility of a service station to supply the minimum necessary requirements of preferential users, as defined under paragraph (f), even to the complete exclusion of non-preferential deliveries.'

"Thus, if you are asked to fill out a form when purchasing gas, it is proper to do so. Regarding your obtaining a sufficient quantity of gasoline, the Petroleum Co-ordinator leaves no doubt that you are to receive your supply of gasoline at all times, and if a service station sees that he has not enough to supply both commercial and pleasure boats, he is to stop selling gasoline to pleasure boats. The responsibility of this is left to the service station.

"But, since all service stations have been drastically cut in their quota, they may not be able to even supply their full commercial needs. It is pertinent therefore for every fisherman to check up repeatedly with his dealer so that in the event it becomes necessary, he can try to get some gas elsewhere."

"We were the fish section in a larger committee that had to do with foods. From time to time we were complimented by Treasury officials on the fine work being done in the fish section. Recently at a meeting of all sub-committees under the larger food committee it was officially announced by the Treasury people that the fish section turned in the best job of all the various food sub-committees.

"Another nice thing that has happened in this area has been the magnificent way in which the market men have contributed to a Camp Fund which regularly sends gifts and money to the boys who left the market to join the Army. Right now there are fifty-four of them, and each one of them is taken care of. Harry W. Weinstein of Fish Forwarding Company is chairman of this committee, with Joseph Cantalupo as his assistant, and the Fishery Council attending to the details necessary in such work."



THIS is more than a war of mechanical monsters clashing in the night . . . more than a war of production.

It is a war for markets—*your* markets! The Axis wants your business—wants to destroy it for once and all.

With so much at stake, there is no doubt you will want to do everything you can to meet this Axis threat. Two ways are open: Speed production and BUY BONDS. The only answer to enemy tanks and planes is *more* American tanks and planes—and your regular, month-by-month purchases of Victory Bonds will help supply them. Buy now *and keep buying*.

HOW THE PAY-ROLL SAVINGS PLAN HELPS

When you install the Pay-Roll Savings Plan (approved by organized labor), you not only perform a service for your country but for your *employees*. Simple to install, the Plan provides for regular purchases of Victory Bonds through voluntary pay roll allotments.

Write for details today! Treasury Department, Section R, 709 Twelfth Street, NW., Washington, D. C.

U. S. SAVINGS

Bonds ★ Stamps

This space is a contribution to Victory by

ATLANTIC FISHERMAN

Vineyard Fishermen Busy

By J. C. Allen

WITH summer about to break out her pennants, the local observations appear to indicate that convoys, submarine warfare and all the evils of war that may not be too distant, have failed to affect the run of fish. In the days when history shall be written, setting forth the doings of the present, somebody may marvel that the schools came in on the land from off-shore and made their regular landfall without displaying code-flags, registration numbers or reporting to the port captains. It may also be said, and very properly, that the gang of sea-skimmers who go down to the sea in the wheelhouses of trawlers and the cockpits of lobster launches, had plenty to do with the maintenance of the native population during this troubled era.

Heavy Strike of Fish

Because there has been and still is a most ungodly amount of fishing going on, receipts of nearly every seasonable species are ahead of normal in all nearby waters, to date. There have been some little variations noted in the movements of the same, which may be accounted for by weather conditions, or perhaps some little kink attributable to human failing; it is not important. The point is that the fish struck and struck heavy.

Scup Ran Early

Although all the local gear is overboard at the present time, and was, in fact, at about the same time as usual, there is more than a suspicion that the traps missed the first run of scup. They struck at Newport and filled everything full over night, and old-timers have always said that scup struck the Vineyard about eight days later than at Newport. But experiences of recent years seem to indicate that they hit the Vineyard waters first, and can be taken if there is gear to do it.

With the mackerel it has been different. They hit about three weeks after the first haul off New Jersey, and the run has been steady ever since. Prices on scup have been somewhat better than those of a year ago, although nothing to write home about, but the surprising thing is the demand which has been extremely good. Nobody has offered us any explanation for this and perhaps nobody knows. Butters haven't showed up at all as yet, and there is a possibility that this may have had some effect on the scup market.

Draggers in Luck

Draggers have enjoyed better than average luck in all soundings, with plenty of everything running except cod. Flounders are not the best stock on earth or sea, at this time of year when they are recovering from their spawning spree and are consequently thin, but with flukes still to come, the blackbacks have moved very well and the yellowtails still better.

Lobstermen Don't Like Minimum Length

Lobstermen are putting up a moderate squawk about the change in the Massachusetts minimum length, which went into effect last year, adding one-sixteenth of an inch to the carapace measurement. The gang claim that thus far, they have lost about twenty counters out of every hundred lobsters. If they shed early, the average may be shifted a mite in favor of the fishermen, providing the conger eels don't eat all the shedders.

Personally, we fail to understand the principle by which lobster laws are framed. They seem all cockeyed to us, and the majority of lobstermen that we know, feel the same way. Why anyone should attempt to conserve any species of life by protecting the young and immature, and killing the breeding stock, be damned if we can understand. But that is what they have always done. The egg-bearing lobster, while the eggs are attached, is protected in Massachusetts, but as soon as the eggs are deposited, or destroyed by the eels, this same lobster can be made into salad.

We have always maintained that if everything below ten inches in overall length, could be marketed, and nothing above that length could be sold, that the fishermen would realize more cash, regardless of the price per pound, more people would eat lobster, because it would be cheaper, and the natural supply in New England waters, would increase. But nobody agrees with us except the fishermen, and who cares what a fisherman thinks?

New Brunswick Prices Good

By C. A. Dixon

LOBSTER fishermen at Grand Manan have been doing well since the spring season opened on the first of May. The price to the fishermen of twenty cents a pound, combined with good catches, has made the season a profitable one.

The bulk of the catch is being bought by Willard Daggett Co. of Portland, Me., and the crustaceans are being impounded in the big pound at Woodward's Cove. A late report from Grand Manan states that fishing is better than usual and fishermen in the small boats and dories fishing traps inshore are doing extra well as their expenses are much less than is the case with those who operate gear offshore where thirty-five fathom lobster lanyards are in use on each trap. The specially treated six-thread rope, thirty-five fathoms to a trap, is expensive, but a lot of lobsters are caught in deep water. More than forty thousand traps are set in the Grand Manan district alone most seasons, and this year large gangs of traps to a boat are the rule. The largest, so far reported, is that of a boat at Seal Cove with a two-man crew fishing five hundred and forty-eight traps. Lobster fishing is big business at Grand Manan. A lesser number of traps are fished at Deer Island and Campobello, and along the mainland shores of Charlotte County. Reports from some of these districts state that more lobsters are available this year than for some years past.

Trawling and Handlining

While trawling and handlining have been productive of codfish only in some areas of the Bay of Fundy, haddock are now being caught. Prices for all kinds of groundfish are the best ever, and fishermen stand a good show of making money at most anything in the form of fishing, which they have a mind to take up. It is about time for pollock fishing, and many of the older men in and around Passamaquoddy Bay are hoping that the pollock will come in abundance this year, as there will be no lack of demand for the fish at prices above the average.

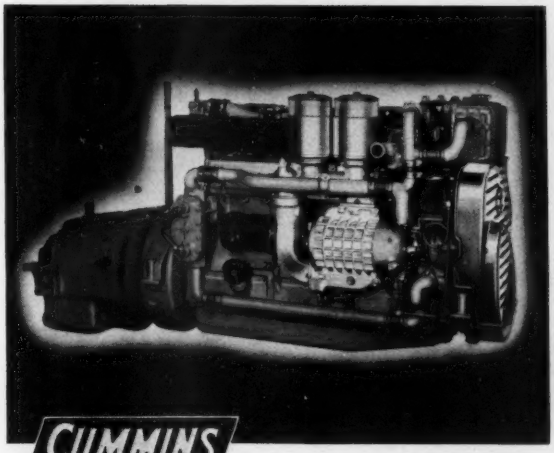
Good Supplies of Sardine Herring

Although sardine herring have not been as steadily plentiful as in the spring and early summer of 1941, when all records for continuity of supply were broken, daily receipts at the factories have been fairly good most of the time since canning operations commenced. The Canadian plants have had very good supplies of fish right along, and the fact that herring of a size larger than those used for standard grades of sardines are now being put up in round cans, and will be canned on a much larger scale as soon as all the factories being equipped for this kind of canning are ready to take fish, holds promise of an increased market for the fishermen. Herring of the size mentioned, for many years, have been used only for smoking purposes, but now weirmen can sell large quantities, it is expected, for sardines similar to the kind packed on the California coast. Fish are being put up in round cans at L'Etete, Wilson's Beach and in Eastport, Me.

The catch of sardines which has been confined to areas along the north shore of Charlotte County and in St. Andrews Bay for some weeks past, seems to be broadening in its scope, and some fish are being taken in the Deer Island, Campobello, Grand Manan areas, although not yet in very large quantities. Years ago the month of June was considered an "off" month for sardines, but in recent years the reverse has been the case, and "June has been tops" is a phrase often heard during the last three or four seasons. With sardine herring bringing $20.00 a hogshead this summer, a lot of money will be made before the snow falls in southern New Brunswick and eastern Maine, as well as in the Portland, Me., area later in the season.

New Factory at Eastport

News from Eastport announcing that a new and modernly equipped sardine factory is being built on the site formerly occupied by Factory No. 1. of the Seacoast Canning Co., (formerly the Charles E. Capen factory) was received with much interest by fishermen and others in New Brunswick. The new factory is being erected by the Riveria Packing Corporation which last year built another factory near the same site on the upland, in which smoked sardines, Norwegian style, were put up on a limited scale, but which now are being canned in appreciable quantities.



CUMMINS Dependable DIESELS the fisherman's *dependable* ally

Because every big job is merely the sum of many small jobs, the success of the big job depends upon the efficiency with which the small jobs are done . . . the competence of the men and their allied equipment. America has a big job to do. Ultimate success depends upon the speed and economy with which each one does his own particular job.

For example: Fishing is vital to winning the war because fish are so important a part of the national bread basket. The fisherman who can get the most fish . . . in the shortest time . . . with the least amount of help . . . is serving his country to his maximum ability. The far-sighted fisherman who installed a Cummins Diesel in his boat is finding this engine a dependable ally because its compact size and comparative light weight per horsepower allow more room for fish . . . the engine's flexible power provides a burst of speed when needed, or the steady hour-after-hour output for trolling . . . simple maintenance requirements remove the need for constant attention . . . that's why boats powered with Cummins Diesels bring in maximum loads . . . at higher profits to the fisherman. Cummins Engine Company, Columbus, Indiana.

CUMMINS DIESEL ENGINES, INCORPORATED
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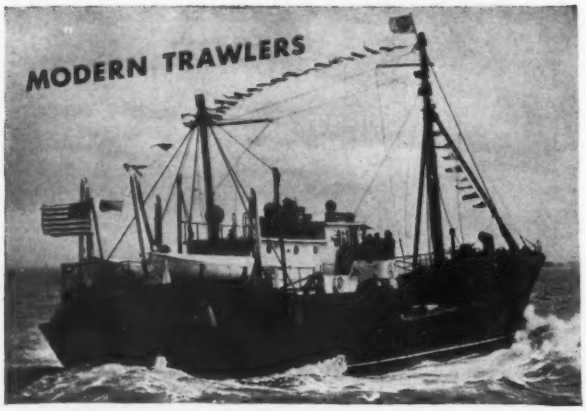
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.
7 Wethersfield Avenue, Hartford, Connecticut
76 Rogers Street, Cambridge, Massachusetts

CUMMINS DIESEL SALES OF JACKSONVILLE, INC.
1534-38 East Eighth Street, Jacksonville, Florida



. . . built by BETHLEHEM

Modern Diesel Trawlers recently built by Bethlehem include the *Harvard, Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides contruction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor.

BETHLEHEM STEEL COMPANY
SHIPBUILDING DIVISION
General Offices: New York, N. Y., and Quincy, Mass.
Boston Office: 75 Federal Street

The Linen Thread Co., Inc.
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A. N. & T. Coy Linen Nets
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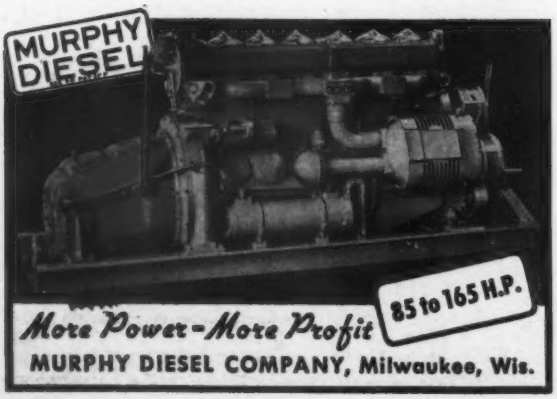

Boston Landings for May

(Hailing fares. Figure after name indicates number of trips.)

Adventure (2)	220,000	*Liberty* (3)	40,100
Alden (2)	102,000	*Maine* (2)	221,000
Alice M. Hathaway(2)	146,000	*Marcella* (2)	41,000
American (2)	177,000	*Maria del Sacorso* (4)	51,000
Annie (4)	44,600	*Mary Grace* (2)	107,000
Annie & Josie (4)	42,600	*Mary & Jennie* (4)	42,500
Antonina (3)	150,000	*Mary W.* (4)	215,000
Arlington (3)	315,000	*Mist* (3)	842,000
Atlantic (3)	389,000	*Neptune* (3)	429,000
Belmont (2)	349,000	*New Bedford* (3)	232,000
Bethulia (2)	100,000	*New England* (4)	39,900
Bettina (2)	189,500	*Newfoundland* (1)	56,500
Billow (2)	297,000	*Newton* (3)	426,000
Boston (3)	229,000	*North Star* (2)	219,500
Breaker (3)	425,000	*Palestine* (1)	54,000
Breeze (3)	350,000	*Pelican* (2)	100,800
Brookline (3)	441,000	*Plymouth* (4)	439,000
Calm (3)	743,000	*Princess* (2)	33,400
Cambridge (3)	321,000	*Quincy* (3)	378,000
Cape Ann (1)	70,000	*R. Eugene Ashley* (3)	190,000
Carlo and Vince (1)	70,000	*Rainbow* (2)	125,000
Cath. Saunders (2)	111,000	*Rita B.* (3)	215,000
Comber (2)	260,000	*Rose & Lucy* (2)	105,000
Cormorant (1)	167,000	*Rose Marie* (2)	155,000
Crest (2)	447,000	*Rosie* (4)	62,900
Dartmouth (1)	113,000	*Saint Ann* (2)	115,000
Dorchester (4)	422,000	*St. George* (2)	264,000
Doris G. Eldridge (2)	117,000	*San Calagero* (2)	106,000
Drift (2)	576,000	*Santa Gemma* (2)	86,000
Ebb (3)	425,000	*Santa Maria* (2)	150,000
Eddie & Lulu M. (6)	57,800	*Sea* (2)	233,700
Elva & Estelle (1)	45,000	*Sea Ranger* (2)	124,000
Ethel B. Penny (2)	80,000	*Sebastiana C.* (1)	71,000
Eunice & Lillian (1)	70,000	*Sebastiana & Figli* (1)	31,100
Eva II (4)	43,100	*Spray* (1)	75,000
Fabia (3)	460,000	*Squall* (2)	355,000
Fabia (3)	460,500	*Stanley B. Butler* (1)	80,000
Famiglia (1)	40,000	*Storm* (3)	611,000
Flow (2)	376,000	*Superior* (1)	101,000
Foam (1)	190,000	*Surf* (2)	480,000
Frances C. Denehy (3)	227,000	*Surge* (2)	617,000
Frankie & Rose (1)	85,000	*Swell* (2)	387,000
Gert. L. Thebaud (2)	155,000	*Thomas Whalen* (4)	466,000
Gertrude Parker (2)	113,000	*Three Sisters* (2)	130,000
Golden Eagle (3)	317,000	*Triton* (2)	297,000
Gossoon (2)	142,000	*Two Pals* (4)	40,900
Hekla (2)	308,700	*Vagabond* (3)	143,000
Illinois (2)	228,000	*Vandal* (4)	378,500
Ivanhoe (2)	92,000	*Venture II* (3)	313,500
J. B. Jr. II (2)	62,000	*Wamsutta* (1)	54,000
Jennie & Julia (2)	70,000	*Weymouth* (3)	373,000
Joe D'Ambrosio (3)	32,600	*Wm. H. Killigrew* (1)	109,000
Josephine & Mary (2)	146,000	*Wm. J. O'Brien* (4)	496,000
Josie M. (2)	49,000	*Winchester* (2)	219,000
Lark (5)	692,000	*Winthrop* (3)	305,000

Officers, Engineers, Architects See Diesels in the Making

AS a part of the two-day Spring meeting of the Society of Naval Architects and Marine Engineers, held at Pittsburgh on May 26 and 27, many of those attending visited the Pennsylvania plant of The Cooper-Bessemer Corporation. As guests of the engine builders, the purpose of their visit was to see just what goes into the making of the marine diesel engines which that company is producing in greater quantities than ever before for Coast Guard, Maritime Commission, and U. S. Navy vessels.

Transported by bus and automobile from their headquarters in Pittsburgh, to the Penn-Grove Hotel in Grove City, forty-some visitors and twenty company representatives were served luncheon in the ball room and addressed briefly by B. B. Williams, president, and Gordon Lefebvre, General Manager,

Marine engineers, Architects and Allied Naval Officers, guests of The Cooper-Bessemer Corporation at Grove City, Penna.

of the Diesel engine manufacturing concern. They were then conducted on a tour of the company's foundries, machine shops, assembly floors and test departments. Seven different sizes and types of engines were on test at the time and afforded the visitors an excellent opportunity to see those engines operating at various loads and speeds. Precision machines and methods of manufacture came in for much attention by the group.

Cummins Corp. of N. Y. Changes Name

THE Rogers Diesel and Aircraft Corporation on June 1 became the new corporate name of The Cummins Diesel Engine Corporation of New York. The corporation operates two New York plants, 1120 Leggett Ave., and 724 Garrison Ave., with offices situated at the former address.

Originally formed in 1934 as a distributing organization for Cummins Diesel Engines, the corporation has since enlarged its scope of operations and its facilities to the point where a new corporate name was needed to describe more adequately the nature of its business.

Although continuing as a distributor for Cummins engines, Rogers Diesel and Aircraft Corporation now represents Enterprise and Sheppard Diesel Engines also, and, in addition, manufactures a complete line of gasoline and Diesel-driven generator sets and power and pumping units.

In announcing the adoption of the new name, Ralph B. Rogers, president of the corporation, said that "The new corporate name does not mean that any reorganization or change of ownership has taken place. Management, products and policies are in no way affected."

In addition to its two New York plants, Rogers Diesel and Aircraft Corporation is engaged in manufacturing activities in two other states. In 1940, it purchased the Edwards Company of Sanford, N. C., manufacturers of railway motor cars and aircraft equipment, and a year later, through the Edwards Company, acquired control of the Hill Diesel Engine Company of Lansing, Mich.

While these two subsidiary companies retain their respective company names, they will now be further identified as Divisions of Rogers Diesel and Aircraft Corporation. Executive offices of all the companies are located at the new Leggett Avenue plant in New York.

Newark Wire Cloth Handbook

A HANDBOOK of information on woven wire screen and wire cloth products has been published by the Newark Wire Cloth Company, 351 Verona Avenue, Newark, New Jersey. Its pages contain complete yet concise information on wire cloth products. There is a glossary of terms; instructions on how to compute mesh, space, open area; illustrations of weaves; a section on selecting, ordering and testing. It is a handbook of useful information for the practical buyer of wire cloth and other woven wire products, and is amply illustrated to properly serve its purpose.

COLLEY-MAIER, INC.

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MARINE ENGINEERS

"MAIERFORM"

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Manufacturers of
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